

The United States MILLER

AND THE MILLING ENGINEER.

Sixteenth Year.—No. 10.

MILWAUKEE, OCTOBER, 1891.

Subscription Price \$1.00 Per Year.

G. H. MANN.

F. P. MANN.

MILWAUKEE · BAG · COMPANY,

— MANUFACTURERS OF —

COTTON, PAPER AND JUTE

FLOUR :: SACKS

— DEALERS IN —

Grain Bags, Twines, Centals, etc.

TELEPHONE No. 427.

236 East Water Street, MILWAUKEE, WIS.

— ESTABLISHED 1846. —

J. B. A. KERN & SON,
Merchant Millers

Capacity 2,000 Barrels Per Day.

MILWAUKEE, WIS.

Manufacturers of Choice Minnesota and Dakota Hard Wheat Flour.

RYE + FLOUR

By most approved roller process, guaranteed the best and purest rye flour manufactured.
WE INVITE CORRESPONDENCE FROM CASH BUYERS.

WONDERFUL DIFFERENCE

TESTIMONIAL.

MANSFIELD, OHIO, Aug. 4th, 1891.

THE RICHMOND MFG. CO., Lockport, N. Y.:


Gentlemen—We purchased from you one large Empire Receiving Separator, which we have placed in our elevator and over which all of the wheat that is delivered into our mill passes to our stock bin, and thence the wheat is conducted to the Three Horizontal Close Scourers that we also purchased from you at the same time. The separation made by all of these machines is as perfect as it can be, and the Scourers, in addition to making the separation, clean the grain perfectly; in fact, the grain, when passing through these machines and coming to the rolls, is in as perfect condition as we believe wheat can possibly be put. We also purchased one of your No 0 Scourers, over which pass all of our screenings, and the work done by this little machine is as perfect as that done by the three larger ones. We also purchased from you two of your Empire Horizontal Bran Dusters, which we placed in our mill after the other machines above referred to, and we find now that it has made a wonderful difference on our bran, there being very little flour, if any, left in the bran. We have therefore a full and complete line of your cleaning machinery in our mill, and we do not believe we have any class of machines in our mill that give us any better satisfaction than these, and we cannot speak too highly of the machines purchased from you. They are not only made in a very substantial and mechanical way, but the work done by each and every one of your machines is as perfect as machinery of this kind could do. We are entirely satisfied with the working of the machines, as well as our adopting your machinery, when we remodeled our mill. We can assure the milling fraternity in need of these machines that they can do no better than place these machines in their mills.

Yours Truly, THE HICKS-BROWN CO.

The machines referred to above were manufactured by the

RICHMOND MANUFACTURING CO.

LOCKPORT, N. Y., U. S. A.

Are you in it? 

We guarantee a saving of 25 to 50 per cent in the cost of lubrication where our

Compression Grease Cups
and Badger Lubricants are used.

SPECIALTIES:

Fine Cylinder and Engine Oils.
Extra Roller Mill Oil,
Mill Greases,
Magnolia Babbitt Metal
and Cotton Waste.

WADHAMS OIL & GREASE CO.

MILWAUKEE, WIS. AND SEATTLE, WASH.

Correspondence Solicited.

JAMES LEFFEL
WATER WHEELS
BUILT BY
THE JAMES LEFFEL & CO.
Nearly 30 Years Business
affords every convenience for making Wheels of highest excellence and
Specially Adapted to All Situations.
Among the Wheels in operation may be found the
Largest and Smallest Wheels
in greatest variety of form, style and finish under the
Highest and Lowest Heads
in this country. Write, stating head, size of stream, kind of mill. We will send our fine pamphlet, and advise you.
THE JAMES LEFFEL & CO.
SPRINGFIELD, OHIO. 110 LIBERTY STREET, NEW YORK CITY.



THE LANE & BODLEY CO.

MANUFACTURERS OF

AUTOMATIC CUT-OFF

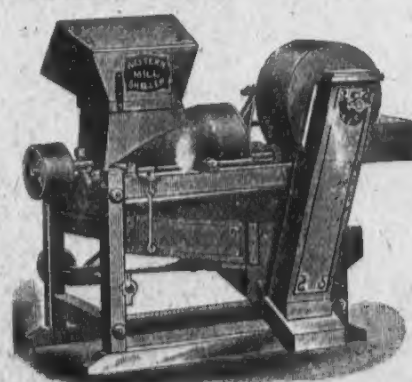
ENGINES

From Heavy Patterns and of Unexcelled Workmanship.

Steel Boilers, Feed Water Heaters, Shafting, Pulleys and Gearing.

THE LANE & BODLEY CO., cor. John & Water Sts., CINCINNATI, O.

THE JOHN H. McCOWAN CO.
PUMPS FOR ALL PURPOSES
CINCINNATI, OHIO.
FACTORY OFFICE 46 CENTRAL AVE. ON APPLICATION
BRANCH HOUSE, 1425 EAST MAIN ST., RICHMOND, VA.

"WESTERN" MILL SHELLER.

The most Compact, Durable, Best Sheller and Best Cleaner.

Takes up but little room, runs at low rate of speed, requires no attention. It is in every respect the

Best Sheller ever offered to the Public.

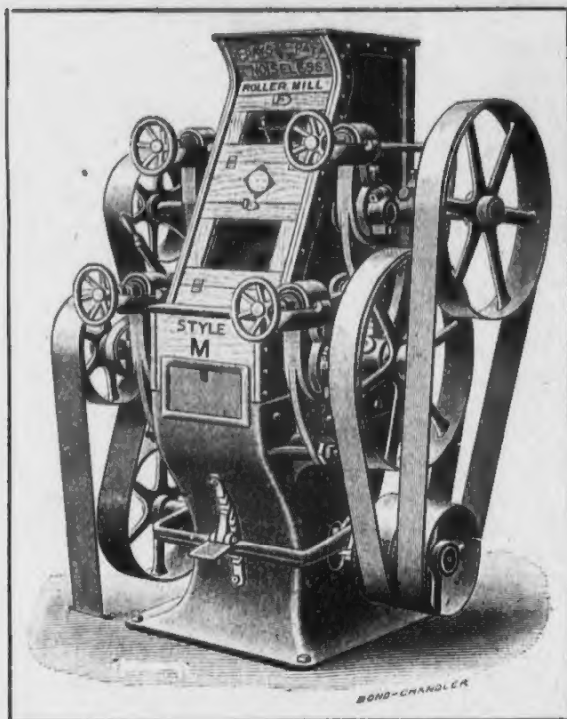
Please mention this paper. Write for full particulars to

UNION IRON WORKS, - DECATUR, ILL.

Mfrs. of "Western" Shellers, Cleaners, Separators, and all kinds of Elevator Machinery.

Corn • and • Feed • Rolls

FOUR SIZES: 6x12, 9x14, 9x18, 9x24.--2 Breaks Each.



Do You Need One This Fall?

Fast Grinders. * Fine Grinders. * No Stone Dressing.

THEY SAVE POWER, TIME AND ATTENTION

T. O. Kilbourn, of Spring Valley, Minn., says:

"I am using a 9x18 Allis two break roller mill for corn and feed grinding and can grind 85 bu. of feed per hour by the watch."

HUNDREDS OF OTHER USERS SPEAK AS HIGHLY!

WRITE FOR CATALOGUE AND PRICES.

THE EDWARD P. ALLIS CO.
MILWAUKEE, WIS.

EXPORTING

MILLERS

SEND FOR COPY OF THE NEW EDITION OF THE

Riverside • Cable • Code

More copies of this work are in actual use to-day than of all other Flour Cable Codes combined.

Send for circular, giving scope of the work and names of many prominent firms using it, in America and Foreign Countries.

PRICE OF SINGLE COPY, \$3.00.

A proper discount will be made to parties ordering one dozen or more copies.

ADDRESS ALL ORDERS TO

RIVERSIDE PRINTING CO.,
MILWAUKEE, WIS.

The United States MILLER

AND THE MILLING ENGINEER.

Sixteenth Year.—No. 10.

MILWAUKEE, OCTOBER, 1891.

Subscription Price, \$1.00 Per Year.

M. N. A. MATTERS.

OFFICE OF THE SECRETARY.
MILWAUKEE, SEPT. 25, 1891.

To Members of the Millers' National Ass'n.

A QUARTERLY session of the Executive Committee of the Millers' National Association was held at Chicago, Ill., Thursday, September 24th, the following being an abstract of the proceedings:

In regard to complaints and suits heretofore acted upon, report was made, in the claim of Barney, De Moss & Co., of Roscoe, Ohio, against the Pennsylvania Railway, for loss of a car of flour at the time of the Johnstown flood, that the Railway Company had produced satisfactory evidence to substantiate the assertion that this flour had actually been destroyed, and had not been consumed by "sufferers" after the disaster; therefore, the question of liability hinges upon the point, whether the loss was occasioned through any negligence, or was owing to the action of the elements of nature, and beyond the power of man to prevent. As legal advice regarding the claim is now pending, further action by the committee was deferred.

In claim of the Gem Milling Co., of Milwaukee, vs. Anchor Line, arising from unreasonable delay in transporting a shipment of export flour, contracted to sail by a specified steamer, it was reported that suit for damages had been entered against the Anchor Line with excellent prospects of successful issue.

Regarding the patent suit of Russell vs. Kendall & Co., under the terms of an alleged contract, giving territorial rights to manufacture and vend machines under the Geo. T. Smith patents, the Committee on Patents reported that this case must come up for trial during the fall term of the court, if at all. Defense has been carefully prepared, and with the evidence in the hands of this Association, obtained during former litigation of these patents, it is believed there will be no difficulty in defeating Mr. Russell's claims.

Threats of litigation under the Mechwart claims on gradual reduction patents, referred to at the last meeting of the committee, have taken no definite shape. Though warning circulars are still being received, no suits have been commenced against members of this Association, nor is it probable that there will be any.

It was reported at the last committee meeting, that the drawback of duty on exported burlap bags was again being tampered with, but investigation proved that the anticipated trouble had not been realized, and millers were receiving the full benefit of drawbacks as provided by law.

In regard to the question deferred from last meeting, whether this Association shall publish a list of names of dishonest or irresponsible flour buyers, based upon the allegations of members,

careful investigation has proven conclusively to the Executive Committee that this cannot be done, except in direct violation of law, and upon the certainty of subjecting members of the Association to innumerable damage suits. The Association has repeatedly invited its members to place in the hands of the Executive Committee, as provided by the constitution, complaints of this nature. If it is found that any imposition or dishonest dealing has been perpetrated at the expense of a member, the Association will bring the offender to justice, and in all such cases our members will be fully advised as to the facts in the case. Further than this, no plan for publishing the names of tricky flour dealers seems practicable.

The work of the National Transportation Association, of which body this Association is a member, was reported as progressing satisfactorily. An informal conference recently held with the Inter-state Commerce Commission, upon the subject of a uniform bill of lading, to be used by all railroads for both domestic and export business, under which the carrier shall be bound to perform the duty of a common carrier as prescribed by the Common Law and Statutes enacted by the several states, leads to the hope that the efforts to secure national legislation to regulate such matters will be championed by the Commission.

The secretary reported five applications for membership, with an aggregate daily capacity of 8 units (800 bbls.) which were approved by the committee, with instructions that membership certificates be issued.

Under "New Business," a complaint was considered by the committee, on the part of Bernhard Stern & Son, Milwaukee, against Wm. A. Green, of Providence, R. I., alleging unjust and unreasonable cancellation of an order. After due investigation of the merits of the case, it was decided to be one which this Association should take in hand, and instructions were given to enter suit at once to protect the interests of the member.

It was reported that the Pennsylvania State Millers' Association had for the past two years been defending a patent suit, brought against Jos. Bosler, of Ogontz, under claims of the Detwiler gradual reduction patents, with rather unsatisfactory results, and at an expense of \$10.00 per capita, thus far, to the members; that it had been stated at the last meeting of that Association they would appeal to the National Organization and probably place the case in its hands. As the papers had not yet been submitted, the Executive Committee could take no action.

A number of communications upon various topics were read and acted upon, completing the business of the National Association proper, after which were taken up the affairs of The Millers' Tracing Bureau.

The secretary's report stated that, of the original subscribers to the guarantee fund, when the ten per cent. assessment thereon was called, but three had withdrawn; the aggregate subscription of these being but \$225. Three other subscribers had, in declining to remit, intimated a desire to await developments, and to see whether the Bureau proved successful before they joined. All others had promptly fulfilled their obligations. Eight applications for membership in the Millers' Tracing Bureau were presented and approved by the committee.

During the first two months the Bureau has furnished tracing service upon 219,308 sacks of export flour. The average time, from date of forwarding, from points west of Indiana, to date of sailing from the Atlantic port, has been 17 days, and this average shows a steady and marked decrease as the work of the Bureau is becoming systematized. No serious delays have occurred. The transportation lines have shown uniform courtesy toward the representatives and have, thus far, freely furnished desired information and assistance.

The agents of the Bureau have proven capable in their work, performing their duties promptly and in a satisfactory manner. Representatives were, at the start, placed at Montreal, Boston, New York, Philadelphia, Baltimore and Newport News, and recently arrangements have been made to place men at Chicago and Buffalo which will greatly improve the service.

The patrons of the Bureau have, without exception, expressed unqualified satisfaction with the results attained. Extracts were read from a number of letters, written unsolicited. Among the number were the following:

"The reports from our shipments are very satisfactory. The shipments have been made from the sea-board in less time than for many years past."

"We are pleased to note the care and attention bestowed upon shipments. It is something entirely new and novel to have our export stuff looked after in such careful fashion—Good for the Bureau!"

"The Bureau seems to be very prompt, and we are very highly pleased with the success so far."

"So far, the services of the Bureau in this direction (North Dakota) have been very satisfactory to us, and we notice a marked improvement in the time given us by the transportation companies. We hope the Bureau will receive the support of millers generally."

The results thus far attained by the Bureau and the amount of patronage it has received proved very gratifying to the Executive Committee. The organization is now successfully accomplished, is proving of the full benefit hoped and anticipated and there can be no valid reason why it should not receive hearty support from all exporters of flour. Complaints have long been heard from millers in regard to

the injustice and damage suffered through the poor service furnished by transportation lines. The Millers' National Association has provided an effective remedy for such troubles and it is now at hand. The tracing Bureau is in practical and satisfactory operation, and it needs now only increased membership and patronage to make it all that it should be; it is within the power of the members to develop and extend its work according to their desires. The Executive Committee has successfully started the movement and can see no reason why exporters who believe in the benefits of organization should hold aloof, or decline to participate in its development and progress. Those who do so, deny themselves the benefits of the service, and are the losers personally; besides, by withholding their support, they work an injury to the cause of organization among flour manufacturers, which is to be regretted.

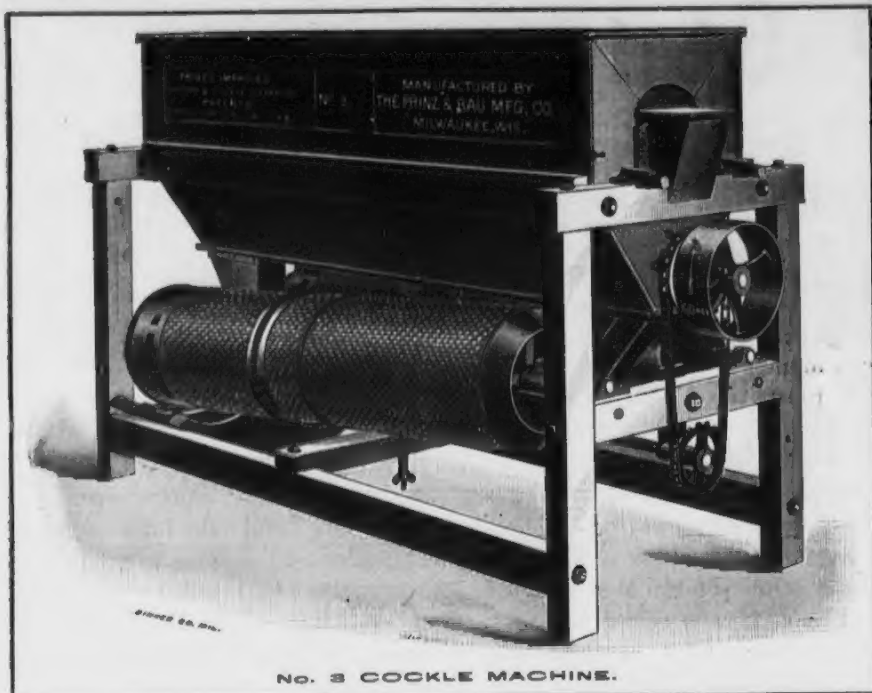
Respectfully,
FRANK BARRY, Sec'y.

SMUDGING WHEAT.

THAT smudge business," said Ex-sheriff Benton, of Fargo, North Dakota, "is a new deal for our northern farmers and they are taking kindly to it. They have been practicing the smudge in Manitoba for some years, but our American farmers rather sneer at it as an English fancy and put no faith in it. But there is no question but that the smudge has now become a permanent institution in northwestern wheat farming. It has been tried and found effectual.

"The way they go at it is this: During the day previous to the night that a frost is expected, or perhaps many days previous, loads of old straw and hay are dumped by the careful farmer in the various places about the grain fields. In that latitude a frost can readily be determined. They generally follow cloudy and wet weather. If it clears up towards evening with very little wind, a frost is imminent. The smudge is an all night job for the farmer. The frost, invariably, does not come until between 2 and 4 o'clock in the morning. At 10 o'clock in the evening all hands turn out and a row of straw heaps, about the size of an average hay cock are placed about two rods apart on the windward side of the field. If the straw is dry, a lot of grass and weeds are cut and piled on top of the heaps. The wind ceases almost entirely when the frost begins to descend and it can plainly be seen and felt. Then the straw piles are fired and the thick white smoke settles like a pall all over the field and the frost can do no injury.

"The smudge does its work perfectly and will cover a large area. It is not expensive, and affords lots of fun for the boys and girls. It promises to take the place of the eastern husking bee, and is an all night affair.



THE "PRINZ" PATENT IMPROVED COCKLE MACHINES

Immense increase of trade without traveling agents. OUR COMPETITORS GROSSLY ADVERTISING and imitating our STEEL REELS, we have decided to reduce our prices still more. Our Machines are working satisfactorily in the following

BIG MILLS IN MINNEAPOLIS:

Christian Bros. Mill Co.; Minneapolis Flour Mfg. Co.—Standard; Washburn Crosby Co.—“A” Mill; Pillsbury-Washburn Flour Mills Co.—Palisade; Sidle-Fletcher Holmes Co.—Northwestern Mills; Stamwitz & Schober-Phoenix; Hinkle, Greenleaf & Co.—Humboldt; D. R. Barber & Son; Pillsbury-Washburn Flour Mills Co.—Anoka Mill; Minneapolis Mill; Holly Mill; Zenith Mill; Pettit Mill.

IN MILWAUKEE:

The Phoenix Mill; the Jupiter Mill; the Gem Mill; the Daisy Mill and the Duluth Mill.

TO BE SURE OF GETTING THE BEST MACHINE BUY THE GENUINE

“PRINZ” IMPROVED STEEL COCKLE REEL.

WRITE FOR CIRCULAR AND REDUCED PRICE LIST TO

THE PRINZ & RAU MFG. CO., MILWAUKEE, WIS.

THE DUNLAP BOLT

FOUR SIZES.

..... IT IS NOT A CENTRIFUGAL REEL.

✦ IT IS A BOLTER AND DRESSER. ✦

BROOKLYN, N. Y., Aug. 11, '91.

THE BRADFORD MILL CO., Cincinnati, Ohio.

Dear Sirs: Please Ship as soon as possible, 4 Dunlap Bolts the same as the last one. This is about the “Boss” Bolt after all and we will want more of them after awhile. Yours truly,

KING'S CO. MILLING CO.,
John Harvey, Head Miller.

BUNKER HILL, ILL., May 28, '91.

THE BRADFORD MILL CO., Cincinnati, O.

Gentlemen: Your Mr. Deobold has remodeled our mill using two of your No. 3 Dunlap Bolts to reduce our Patent and Bakers. Have been running a week and find we can make 50 per cent Patent, 42 per cent Extra Fancy and 8 per cent Low Grade. Our mill was rebuilt two years ago and it has never given satisfactory results until now. Yours very truly,

WISE, MERCER & CO.

THE BRADFORD MILL CO., CINCINNATI, O.

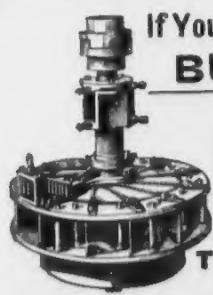
MANUFACTURING SITES FOR SALE!

The undersigned owns a few of the *best* manufacturing sites in the city of Milwaukee, adjoining those now occupied by the *Milwaukee Car Wheel and Foundry Co.* and the magnificent plant of the *Fuller-Warren Stove Works* which cover nearly ten acres of ground. Best of railroad facilities. Parties desiring a suitable location should investigate this. Address,

E. HARRISON CAWKER,

36 & 37 Loan & Trust Building.

MILWAUKEE, WIS.



If You Need a New Water Wheel
BUY THE BEST

THE OLD RELIABLE

LEFFEL TURBINE

Write for our New Illustrated Catalogue of 1891.
THE LEFFEL WATER WHEEL & ENGINE CO.
Greenmount Avenue, SPRINGFIELD, OHIO, U. S. A.

FARREL FOUNDRY & MACHINE COMPANY
+ ANSONIA, CONN. +

SOLE MANUFACTURERS OF THE CELEBRATED



ANSONIA ROLLS
FOR USE IN ROLLER MILLS.

The general experience of American Millers unites in pronouncing these rolls the very best for Flouring Mill use.

These Rolls are now used in all Leading Flouring Mills

Chilled Rolls for Paper Mills a Specialty.

Mention this paper when you write to us.

“Triumph” Corn Sheller.

CAPACITY
2000 BUSHELS PER DAY.

Shells wet or dry corn.

CHEAPEST AND BEST SHELLER.

PAIGE MFG. CO.

12 Fourth Street, PAINESVILLE, O.

H. G. UNDERWOOD

(Successor to Stout & Underwood)

Attorney at Law PATENTS
And Solicitor of

107 Wisconsin Street,

TELEPHONE No. 502.

MILWAUKEE.

6-17

Practices in all United States Courts.

DO YOU INTEND TO BUILD?
PRACTICAL LOW-COST HOUSES. HOW TO BUILD THEM.



A Large Atlas, containing drawings and floor plans of 30 Modern Houses with correct Estimates of cost of building. All kinds of buildings ranging from a \$400 cottage to a \$10,000 residence. The latest, most complete, and only practical book published. It is false economy to attempt to build without these plans. Write at mail, post-paid, 50 cts. Stamps taken.

Address, UNITED STATES MILLER, Milwaukee, Wis.

THE IMPROVED WALSH Double Turbine Water Wheel

Patent Cylinder Gate.
Easy working.
Positively no leakage.
Shipped on
30 days' trial.



More power with
less water than
any other wheel
in the world.

MANUFACTURED BY

B. H. & J. SANFORD

SHEBOYGAN FALLS, WIS.

For special figures mention this paper.

UNITED STATES MILLER AND THE MILLING ENGINEER.

E. HARRISON CAWKER, PUBLISHER.

PUBLISHED MONTHLY.

OFFICE, 36 & 37 LOAN & TRUST BLDG., MILWAUKEE.

SUBSCRIPTION PRICE—PER YEAR, IN ADVANCE.

To American subscribers, postage prepaid..... \$1.00

To Canadian subscribers, postage prepaid..... 1.00

Foreign subscriptions..... 5c.

All Drafts and Post-Office Money Orders must be

made payable to E. Harrison Cawker.

Bills for advertising will be sent monthly, unless

otherwise agreed upon.

For estimates for advertising, address the UNITED

STATES MILLER AND THE MILLING ENGINEER.

[Entered at the Post Office at Milwaukee, Wis., as

mail matter of the second-class.]

MILWAUKEE, OCTOBER, 1891.

We respectfully request our readers when they write to persons or firms advertising in this paper, to mention that their advertisement was seen in the UNITED STATES MILLER. You will thereby oblige not only this paper, but the advertisers.

MILWAUKEE AMUSEMENTS.

DAVIDSON OPERA HOUSE—Every evening, Satur-

day and Sunday Matinees.

BIJOU THEATER—Every evening, Wednesday, Satur-

day and Sunday matinees.

ACADEMY OF MUSIC—Every evening and usual

matinees.

STANDARD THEATER—Every evening and usual

matinees.

PEOPLES THEATER—Every evening and usual

matinees.

GERMAN STADT THEATER—Regular performances

Wednesday, Friday and Sunday evenings.

LAYTON ART GALLERY—Free Tuesdays, Thursdays

and Saturdays. Admission 25 cents on Wednes-

days and Fridays.

PUBLIC MUSEUM—Open daily. Exposition building.

Visitors to Milwaukee in either summer or winter

cannot fail to find amusements suited to their taste.

THE total shipments of breadstuffs from the United States for the month of September amounted to \$11,462,000, against \$7,199,000 for the corresponding period in 1890.

AT the recent meeting of the North Missouri Association at St. Louis several matters of importance were discussed which are set forth in our St. Louis letter in this issue.

WE have received the August number of the *Australian Miller*, published at Melbourne, Victoria, Australia. It is a good paper and the only one in Australasia.

THE Millers' Tracing Bureau has had 60,000 sacks of export flour placed under its surveillance since October 1. Now that its efficacy is established, interested shippers can not have the excuse of "waiting to see how it works", before patronizing it.

THE Oatmeal Trust is now supposed to be in active operation, and lovers of that mucilaginous compound known as oatmeal porridge, will probably have to pay more for the dyspepsia producing food or go without it. It would require no great effort of will power to do the latter.

THE Michigan Millers' Association are taking active steps to keep its members informed of tricky, irresponsible and dishonest flour buyers. In short a confidential black list will be probably placed in the possession of each member. Secretary Reynolds evidently believes in the adage, "an ounce of prevention is worth a pound of cure."

THE Pennsylvania Millers' Association had a good business and social meeting at Altoona, Pa., Sept. 9. Over fifty members were present. The Detwiler patent case was discussed and turned over to the Millers' National Association for defense. Geo. T. Ingham read a paper on "Mill Fires." Mr. Frank Barry, secretary of the Millers' National, was present and made an

interesting address. Cyrus Hoffa, of Lewisburg, was re-elected president, and Landis Levan, of Huntingdon, secretary and treasurer. Several papers of an interesting and valuable nature were read, and taken all in all, it was one of the best meetings yet held by Pennsylvania millers.

ELSEWHERE we chronicle the death of our esteemed friend, M. H. Escott, secretary of the J. B. Allfree Mfg. Co. of Indianapolis, Ind. We have known Mr. Escott for years, and we only wish the world was full of such men. He was a bright, honest business man, a genial companion and a staunch friend to all those worthy of his friendship. His company will painfully miss his active service and sound advice. His family, though sorely afflicted, will find comfort in the fact that his memory is honored wherever he was known.

THE losses by fire in flour mills and grain elevators, amounting to \$10,000 and over, during the month of September were as follows:

| | |
|---|-----------|
| Flour mill, Cape May, N. J..... | \$ 10,000 |
| Flour mill, Union City, Ind..... | 10,000 |
| Flour mill, Hartsville, Tenn..... | 10,000 |
| Elevator, etc., Hastings, Minn..... | 150,000 |
| Grain warehouse, Chicago, Ill..... | 20,000 |
| Elevator, Morris, Ill..... | 20,000 |
| Flour mill, Portland, N. D..... | 20,000 |
| Elevator, etc., Minneapolis, Minn.... | 167,500 |
| Flour mill, Greenville, Ill..... | 125,000 |
| Flour mill, St. Louis, Mo..... | 245,000 |
| Oatmeal mill, Rockford, Ill..... | 40,000 |
| Elevator, Morris, Minn..... | 50,000 |
| Elevator, Danbury, Conn..... | 20,000 |
| Elevator and flour mill, Wilmington, O..... | 27,000 |
| Total..... | \$914,500 |

THE Department of Transportation of the Columbian Exhibition is offered one of the most valuable relics of the early days of railroading in this country, and will doubtless secure it for an exhibit. The old locomotive "Samson," built in England in "the thirties" by the celebrated Timothy Hackworth and brought to this country in 1838, is still in existence and in working order. Accompanying it is a quaint old passenger car built in imitation of a stage coach, both standing on some of the old scooped or fish-belly rails. The engineer who first ran the locomotive is still alive, and if still living at the time of the World's Fair may accompany the venerable engine.

J. H. RUSSELL, of Washington, D. C., called on us recently and informed us that as owner of the Geo. T. Smith Middlings Purifier patents for Wisconsin, he was going to sue every miller in the state that had used or was using a Smith purifier for royalty. He says he has able and abundant counsel and will fight matters to the bitter end unless the millers individually come to a compromise. He estimates his royalty to be worth \$1 per barrel for every barrel of patent flour made in the state for the past fifteen years. We have been informed that he has had a conference with the officers of the Millers' National Association. If any conclusion should be arrived at it will probably be one that will exempt members from prosecution.

THE "almighty dollar" seems to be ever uppermost in the desires of humanity throughout the world. There is no question as to its being a desirable article to be possessed of, but when affairs come to a point between actual want of life-sustaining articles and the "filthy lucre" there should be no question whatever—the latter should be

sacrificed. We have been informed, through many sources, that famine to the extent of starvation existed in Russia, and yet the manufacturers of flour and grain speculators in that country were shipping all they possibly could to other countries, until checked by the issuance of the Czar's ukase prohibiting same, regardless of the sufferings of their fellow beings, and having in view only their own monetary gain. But such is life, and presumably the merchants of any other country would act in a similar manner until the coming of the millennium. All hail the happy day!

THE government of the United States has concluded a convention with Germany by which all our cereals will be admitted into the German Empire free of duty in consideration of continued free admission into the United States of German beet sugar after January 1, which, under recent law, the president could then stop.

The above is, in substance, a widely published report which on investigation we find to be in the main untrue. Negotiations have for some time been in progress between the governments of Germany and the United States, with a view, on the part of Germany, to secure the continued free admission of her sugar into this country as a reciprocal measure, but at present date these negotiations are uncompleted, though the prospects of coming to a satisfactory conclusion are good.

A Member of the Michigan Millers' Association procured insurance of a Mutual Insurance company, doing a general business and which issues a yearly cash policy taking the regular cash premium in advance, and the parties so insured were under the impression that as they signed no premium note and paid the full cash premium in advance, they were in effect getting a straight cash policy, incurring no liability beyond the premium paid at the time the insurance was effected.

It appears, however, that the policy issued by this company contained the following "contingent liability" clause, viz: "The insured heretofore named, by accepting this policy, thereby becomes a member of this association, and agrees to pay them the premium annually, during the life of this policy, and in addition thereto such sum or sums, in no event to exceed in the aggregate five times the amount of said cash premium, at such time or times, in such manner and by such installments, as the directors of said association shall assess and order pursuant to its charter and by-laws and the laws of the state of Illinois."

The company in question has made an assessment under this clause of its policy for once the amount of the cash premium, which in the case of the member referred to is \$30.00 on a \$1,000, making the insurance 6 per cent for the year instead of 3 per cent, as was supposed the cost would be. The company not having been authorized to do business in Michigan, it is doubtful if payment of this assessment can be enforced, unless service can be gotten in Illinois, but their right to collect it there is unquestioned. Secretary Reynolds, of the Michigan Millers' Association, has issued a circular to the members warning them to examine carefully all policies before accepting them, and thereby perhaps save both money and trouble.

MILWAUKEE MARKET NOTES.

The stock of wheat here, October 14, is reported at 356,858 bus., against 301,947 bus. the corresponding day last year and 631,609 bus. in 1889.

Wheat opened firm and higher at 94½c, but soon became easy, selling down gradually to 93½c. Cables were better and the reported serious damage in Dakota to grain in stack by excessive rains caused a bullish feeling and brought some buying orders into the market. There seemed to be many traders willing to supply the most urgent wants at the opening, and prices declined in sympathy with other markets and liberal offerings. Receipts are heavy, but not proportionately as large as the exports when compared with last year's figures. The market is fairly steady at present figures, and should the unfavorable weather conditions in the Northwest continue, may go higher.

The close was easy. December, 93½c. October ruled 2c under December, and May 6½c over.

Sample wheat easier; No. 2 spring on track, 92@93c; No. 3 do, 86@92c; No. 4 do, 84@90c; No. 1 Northern do, 98c; No. 2 do, 95c.

The following table shows the closing prices of wheat and coarse grains on 'change, Oct. 14, as compared with those of preceding day and the same day of 1890 and 1889:

| | Oct. 14. | Oct. 13. | Same day 1890. | Same day 1889. |
|-----------------------|----------|----------|----------------|----------------|
| No 1 N wheat o t..... | 97½ | 98 | 1.00 | 82 |
| No 2 S wheat o t..... | 93 | 93 | 96 | 74 |
| No 2 S wheat i s..... | 91½ | 92½ | 95 | 74 |
| No 2 barley i s..... | 62 | 61½ | 67½ | 64½ |
| No 1 rye i s..... | 88½ | 88 | 85½ | 42½ |
| No 3 corn o t..... | 88 | 88 | 51 | 31 |
| No 2 W oats o t..... | 31 | 30½ | 43½ | 21½ |

The following table shows the receipts and shipments of flour and grain during 14th inst. as compared with those of the corresponding day of 1890:

| Articles. | Receipts. | | Shipments. | |
|-------------------|-----------|--------|------------|--------|
| | 1891. | 1890. | 1891. | 1890. |
| Flour, bbls..... | 9,250 | 14,485 | 22,983 | 18,649 |
| Wheat, bush..... | 79,550 | 50,650 | 28,670 | 1,100 |
| Corn, bush..... | 1,740 | 580 | 800 | 6,800 |
| Oats, bush..... | 30,000 | 10,000 | 11,800 | 7,000 |
| Barley, bush..... | 120,000 | 37,100 | 16,040 | 7,000 |
| Rye, bush..... | 10,400 | 7,540 | 63,840 | 2,000 |

Flour is less firm but in fair demand and choice spring wheat patents in bbls. are readily sold at \$5.00. Quotations: No. 2 hard spring wheat patents, in bbls. \$5.00 @ \$5.20; soft wheat do. \$4.80 @ \$5.00; export patents in sacks \$4.50 @ \$4.75; clears, hard wheat, \$4.25 @ \$4.50; soft wheat, \$4.00 @ \$4.25; straights, choice bakers' \$4.50 @ \$4.75; export \$3.75 @ \$4.00; low grades \$3.25; winter straights, in bbls. \$4.70 @ \$4.90; rye flour, country, in sacks, \$4.50 @ \$4.75; city, in bbls. \$4.75 @ \$5.00.

Millstuffs are in fair supply, selling at \$12.50 @ \$13.00 for sacked bran and \$13.75 @ \$14.25 for middlings.

THE Directors of the Chamber of Commerce propose a number of changes to the rules of grain inspection, and the matter will come up for action by the members on Wednesday of next week.

THE SUPPLY of money at the disposal of Milwaukee bankers continues large for this period of the year, when usually the wants of borrowers are in excess of available funds, yet the supply of prime paper offered is slowly increasing. The discount market is fairly easy at 7 per cent. per annum. The currency movement to the interior is moderate, country bankers being well supplied. Business generally is active, and the outlook for the coming winter encouraging. Bank clearings here, Oct. 14, were \$1,260,705.48, and balances \$124,032.70.

CORRESPONDENCE.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

OUR ST. LOUIS LETTER.

MILLING matters in St. Louis have been decidedly more active during the past month than they have been for some time, and I have several interesting items for my monthly letter. The most important one is that of the late meeting of the North Missouri Millers' Association held in this city. This Association is one of the largest in this section of the country, and has on its membership role every miller of prominence in North Missouri. It represents over one hundred mills, and consequently controls a very large output of flour. At its St. Louis convention some twenty delegates were present, among others being President Pollock and Secretary Wayland, J. P. Craig, G. E. Brice, W. H. Sparks, W. L. Woods, M. F. Dunlap, Geo. Milbank, A. M. Harrison, F. C. Stein, J. H. Hackmann, M. A. Schneider, E. G. Kemp and M. Williams. At the convention several important subjects were discussed, notably the present grain and flour trade and export business. It appears that owing to the large grain crops, Missouri will not be able to handle all the grain usually tributary to her, and on this account much wheat is moving south to Kansas and Texas points. As a consequence of the excess in grain, flour will also be too much either for the local or eastern trade; as a result the millers see but one course left on which to act, and that is in foreign shipment. The question of foreign business was fully discussed and it was finally agreed upon to choose some one for a St. Louis agent, and through him ship their surplus abroad. As the grade of flour turned out from this section of the country is much better than even the St. Louis brands, there is little doubt of a ready sale of all the surplus. In fact, as a protection, the Association intends to adopt a set of grades and brands of its own, and to that purpose will meet soon in Mexico, Mo., where Mr. Richard Perry, the president of the St. Louis Board of Flour Inspectors, will meet them and fix on the brands. At this meeting too, definite arrangements will be made towards making foreign consignments.

The case of the Inter-State Commerce Commission against the Kehlor Milling Co. and the Wabash R. R. was acted on this month, and while the court explained to the jury that in the present case the shipper was as guilty as the railroad company, the jury brought indictments only against S. B. Knight, general freight agent of the Wabash, Milton Knight, general traffic agent, and H. B. McClellan, eastern agent of the Lehigh & Wabash R. R. Speaking of the Kehlor Milling Co., I see that George Updike, the former partner of Kehlor in the Greer Commission Co., has entered suit against Mr. Kehlor for \$80,000. This is but a sequel of the recent trouble between the partners of the Greer Commission Co., which I reported in the letter of that date, and needs no further comment.

Probably the most disastrous fire St. Louis has experienced in the past six months occurred on Sept. 27. On that date the mill of the George Plant Milling Co., situated at Chouteau and Main streets, caught fire and was totally destroyed. The fire started about 4 o'clock P. M., and when the fire depart-

ment arrived all of the fifth floor was in a blaze. The fire had such a start before the engines arrived that it was never under control and the whole mill was burned. The fire, it is thought, originated from the fires left by the tanners, who were at work on the roof the day before. The loss was estimated at \$250,000 and was fully covered by insurance. The mill had a capacity of 10,000 barrels. It will be rebuilt. On the same day the Mansur-Tibbets Agricultural Machinery Co.'s new building was totally wrecked by fire. The building had just been completed and occupied by the company; only partially insured.

The war between St. Louis and Chicago for supremacy in the grain trade still goes merrily on. Chicago cannot see how it is we can get her trade and attributes it to unjust railway discrimination. In reality it is because the present export trade is much better handled by river than by lake transportation, more especially as we are now supplying a district south of us, usually dependent on Europe. It is reported that the rates to Chicago will soon be lowered, but St. Louis grain dealers have little fear of the consequences as all the St. Louis lines promise to back them up. As it is St. Louis grain facilities are being taxed pretty heavily, despite that "hold your wheat" edict. And in this matter I see that, though greatly urged, St. Louis is offering little assistance toward that end. Mr. T. F. McEnnis, vice-president of the Dallas Elevator Co., was here lately to see about keeping back wheat, but his visit seems to have met with little success.

And again the Western Union has shut down on private wires and refuses to furnish them to the members of the Exchange. It does this to help its local Chicago trade by obliging the use of the regular line. It is to be hoped that this attempt to obstruct the St. Louis trade will be frustrated.

A very pretty exhibit car from Texas passed through this city en route North. It is very handsomely decorated and contains a very extensive cereal and fruit display.

At the St. Louis Fair this year quite an interest was taken in the flour competition; as usual the E. O. Stannard Milling Co., and the Sessinghaus Milling Company carried off the prizes. The following are the awards. Best barrel straight flour from winter wheat, made by country burr or stone mills: 1st, Steele Milling Co., Troy, Ills. 2nd, J. H. Martin, St. Louis County. Best patent flour from spring wheat: 1st, Baur & Regel, St. Louis. Best wheat bran, Hezel Milling Co., St. Louis. Best rye flour, Baur & Regel. Best barrel patent flour, made in St. Louis or East St. Louis: 1st, Sessinghaus Milling Co. 2nd, E. O. Stannard Milling Co. Best barrel clear flour from winter wheat, made in St. Louis or East St. Louis: 1st, E. Stannard Milling Co. 2nd, Hezel Milling Co. Best barrel patent, country make: 1st, Steele Milling Co., Troy, Ills. 2nd, E. O. Stannard Milling Co., Alton Ill. Best buckwheat flour, Baur & Regel.

During the month the "Export" mill at Greenville, Ill., was burned. It was owned by C. H. Seybt of Highland, Ill., J. Hurd of Milwaukee and Mr. Valier of St. Jacobs, Mo. With it were destroyed 50,000 bushels of wheat, it was valued at \$125,000 and insured for only \$70,000.

WHEAT.

Receipts this past week were 661,902

bushels and for previous week 818,200 bushels. Shipments still continue very heavy, being 393,398 bushels this and 826,600 bushels last week. Stocks today were 2,671,165 bushels as against 2,520,472 last Saturday. Withdrawals amounted to 179,576 bushels by rail and 99,942 bushels for home consumption. Prices on grades still continue to fluctuate in sympathy with future quotations. Yet the demand on No. 2 red and No. 3 red continues very strong and at no time did offerings exceed the demand. The following are the week's quotations:

| | No. 2 Red | No. 3 Red | No. 4 |
|----------------|-----------|-----------|-------|
| Monday..... | .94½ | .87½ | .82 |
| Tuesday..... | .94½ | .88½ | .82½ |
| Wednesday..... | .96½ | .89½ | .83½ |
| Friday..... | .98½ | .90½ | .84½ |
| Saturday..... | .96½ | .91½ | .84½ |

FLOUR.

Receipts and shipments both fell off this week being for the former on 29,650 bbls. as against 29,769 bbls. of last week, and for the latter 44,614 bbls., as against 45,865. Trade continues very, very dull and but little local or foreign business is being done, in fact the market is dead while prices remain almost stationary week after week. Quotations are as follows: Patent, \$4.50 @ \$4.65; extra fancy, \$4.25 @ \$4.35; fancy, \$4.00 @ \$4.10; choice, \$3.60 @ \$3.75; family \$3.40 @ \$3.50.

WALTER HOWARD BAIN.

St. Louis, October 10, 1891.

OUR BUFFALO LETTER.

MR. GEORGE URBAN, JR., and Mr. John Smith returned from their European trip a day or two after my last letter was in print. To say that Mr. Urban's appearance was greeted with applause is mildly expressing it; it was an ovation of the roaring kind which only grain men can do justice to. Did he respond? He did, and there is not a man on the floor who can make a better speech than Urban when he feels so disposed. The stories he told is what caught the "boys." They were anxious to hear from the old country regarding the truthfulness of the famine reports, and especially how the people over there live. No one on 'Change who has made the trip has yet given them an idea of what life really is in *Vaterland*. When asked regarding the prospects of an increased demand for corn in the absence of rye in Germany, Mr. Urban voiced my sentiments exactly, in the last number of the *United States Miller*. He said: "Why they don't want corn over there; you can't make them eat it. They want something that will lay heavy on their stomachs for five or six hours. To give you an incident I will relate a conversation I had with a smart young German woman who was in the baker business. I asked her why they did not use wheat flour. Her reply was. 'What! I can eat a whole loaf of white bread and in half an hour I am again as hungry as I was before; but a few pieces of rye bread stays for half a day.' There is nothing to take the place of coarse rye bread to these people. They thrive on it too. The baker business I mentioned is also interesting. It is the custom of these women to give a certain sized loaf for a certain amount of flour. The difference in pounds is slight, but the profit is certain after baking. I saw many miles of fields which were heavy with crops of rye on my previous visit, but not a sheaf was visible this year, and I believe the failure is even worse than reported. I know that I could have sold

all the flour the Urban mills can make in a year to one firm there." Mr. John Smith is no talker, and not being "understood by the people" of Germany, did not bring many interesting stories to tell, but you can rest assured that he has a noddle full of valuable knowledge concerning the manufacture of flour which will be of great use to the firm of Schoellkopf & Mathews.

Mr. H. C. Zimmerman, formerly of the Banner Milling Co. of this city, but for the past two years with the firm of Cowper, Zimmerman & Co. of New York, is in town. He was one of the leading members of the Merchants' Exchange of Buffalo, and is greatly missed for his active work in reforming and putting that institution on a more business footing than it ever had. His work only commenced when he left Buffalo, but the ideas he then entertained were carried out with what results is known to all the members of the Exchange. Everybody was glad to see Mr. Zimmerman and especially to hear that he was doing well in his new field.

Mr. George Sandrock and Mr. "Clint" Newman were in the field for mayoralty of the city of Buffalo. George would take it and Clint would like it. The Republican party could not find a candidate willing to cast his hat into the ring against the present Democratic incumbent, but it appears they never thought of Newman. He would make the greatest mayor Buffalo ever had in point of disagreeing with the actions and opinions of the common council, and for that matter, everybody else. Sandrock would be an honor to Buffalo, but he is against the use of money in elections, and therefore, could not be elected. No barrel, no votes. George has the barrel, but would not take out the bung. President Scatterd expected to be the nominee, and so the Merchants' Exchange thought it was sure of one of its members filling the seat, i. e. if there are enough Republican votes to go around.

State wheat is not coming out of farmers' hands as freely as country millers expect, and therefore Buffalo dealers are called upon to fill up the gap. The best white and red are selling at \$1.00 per bushel delivered at the mill, as a rule, however, the granger keeps posted on the market and wants Buffalo prices, including the freight to the point of delivery. O, the Farmers' Alliance is working wonders.

There is no danger of a glut of grain at this port as long as the supply of cars keeps up as well as it has this year. To average over half a million bushels of grain per day by rail for four weeks requires some tall hustling on the part of the Central and Erie roads to keep the ball moving. The West Shore and Lehigh Valley have also done considerable, but the first two are the principal competitors for rail stuff.

This is the millers' harvest. There is a living profit, and possibly a little more, in grinding wheat at present prices of flour. The demand, too, has been brisk, and with a lively influx of orders the miller gets the necessary courage to buy enough wheat ahead to tide him over the coming dull spell. A dull time is sure to strike the trade here in the near future, for the production has been greatly larger during the past six weeks than ever before in the history of the flour business in Buffalo. Prices have ruled considerably below those prevailing during the first week of last month, but with the decline in wheat a margin still remained. Old

Duluth wheat is nearly played out, the last sale being 6,000 bushels of old No. 1 Northern, at a price about 5 cents above new. The demand for old wheat flour continues good and Eastern buyers are willing to pay the advance of 35 to 50 cents per barrel asked over new, if they are sure of getting what they want. Schoellkopf & Mathews is the only firm having any old wheat in store here now, and with the new crop running as poor as it has for the past three weeks, the supply is dwindling rapidly. Complaints were numerous of the bad quality of No. 1 Hard and No. 1 Northern, and there was serious talk of cutting the inspection fully a grade. This week, however, dealers have what they call special lots of these grades, but the offerings are simply what was expected of the present crop. It is evident Duluth has been "playing it" on the trade, both here and in New York; still, as we have had the pick of the cargoes, our millers did not suffer as bad as the Eastern purchasers.

Over 100,000,000 bushels of grain and flour, as wheat, were received at this port from the opening of navigation this year to Oct. 1st. This is the largest on record by some six million bushels. The rail carried out just twice as much grain as the canal, and all the flour, with the exception of 8,000 barrels. The N. Y. Central rails are kept hot.

It is wonderful how wheat hangs around \$1.00 in Chicago, and how closely the limits for Duluth wheat in this market are kept to that price. No. 1 Hard has ranged between \$1.02 and \$1.04 for a month, with No. 1 Northern just 1 cent below. Some days the former is preferred and then a whole week will elapse before another bushel can be sold, only Northern being wanted. The miller hasn't got onto this crop yet.

Money is getting tight and the wise trader, who has gone through the mill, in this respect, many times, is providing for the future. To be caught short of funds when banks are complaining of a light supply, is one of the greatest calamities that can befall a grain house. The wise man prepares for these coming events beforehand, and the banker is now a much coddled individual.

The Urban mill started up last week. An elevator and storehouse have been added. The mill now presents a handsome, business-like appearance. The capacity will not be known for a few weeks.

The new Wells elevator will be in operation on the 18th of this month. It is one of the best equipped houses on the river. The old Clinton mill, which has been turned into an elevator by Tom Ryan, has not yet turned a wheel, and the outlook for doing any business this year is growing fainter every day. Tom is up to some scheme.

Mr. Alexander Mann, formerly of Boston, was in Minneapolis last week, it is said for the purpose of opening a house there in connection with a Buffalo firm. As it is rumored that feed will be a specialty, it is generally supposed that Heinold & Rodebough are interested parties, although Harvey & Henry may know more about the matter later on than they do now.

How it is that the old woman in the Northwest has left off scolding? Blew herself out probably, and now the readers of that valuable milling journal will have a much needed rest.

John Campbell's name will probably be brought before the Trustees for reinstatement at their next meeting. The matter is being seriously considered by

the most influential members. I doubt whether John's chances are as good as "Steve" Sherman's.

Mr. George Sandrock has received a consignment of Dalrymple wheat, but it is not for sale yet. Mr. Sandrock has for many years handled this crop exclusively in this market and made quite a reputation at the start, selling what he called "farm" wheat at a premium above all other offerings of Hard.

A change in the by-laws, making it optional on either party to a dispute to abide by the decision of the Reference Committee, has been made. The appeal can now be taken to the courts. In the Wright-Mathews controversy the charge was, that Mathews refused to take his case to the Arbitration Committee, for which refusal the Wrights asked that he be expelled from the Board.

The case of Mathews vs. Wright & Son came up for argument the other day, and the attorneys got into a wrangle resulting in blows being struck. Counsel for Mathews objected to putting the case over another term, and during the dispute which followed, the other side grew hot when referred to as "rascals." The judge read them both a severe lecture, but the case went over.

Millfeed is firmer, although the demand is light. Coarse winter bran is selling at \$15.25 bulk and \$15.75 sacked, with spring 50 cents under these prices. Middlings are very dull and weak.

Charles Waldow Richards met with a severe accident, last week. While fixing a window on the veranda of his house he slipped and fell to the ground, a distance of fourteen feet. Mr. Richards is quite a heavy man, and it is remarkable that not a bone was broken. The fall, however, kept him from business for two weeks.

The married and single men of the Exchange had it out on the base ball grounds last week. Of course, the singles knocked out their opponents. An invitation was extended to the players by Mr. George Sandrock to drink beer at the Lake View brewery, of which he is president. The crowd rushed for the tap-room after the game and found it closed; they stormed the office, but not a drop of beer did they get. The boys were hot, dry and mad. Mr. Sandrock received a letter from the Exchange ball nine, couched in the most friendly terms, expressing appreciation for the extreme kindness and testifying to superior excellence of the beer brewed by his company. This was signed by:

| | |
|------------------|--------------------|
| M. B. Jones. | Geo. A. Arthur. |
| Walter Voss. | F. E. Shepherd. |
| O. A. Brusco. | Fred. L. McMullen. |
| W. G. Anderson. | O. Pooley. |
| W. J. Rardon. | W. V. Downer. |
| G. W. McCoppen. | H. W. Nachbar. |
| Henry D. Waters. | C. P. Flatley. |
| Riley Pratt. | |

This just suited Sandrock, and he is showing the letter about town, both as a compliment to himself and as an advertisement for his brewery. The joke is now on the boys.

Louis Allgewahr & Son, who rented an office in the Board of Trade about three months ago for the purpose of going heavily into the barley business, have decided to discontinue it. The barley trade is not what it was before the McKinley bill went into operation. Still we shall have more barley this year from Canada than during the last half of the past season. It is claimed by dealers here, that maltsters are willing to pay 80 to 85 cents for bright Canadian barley, and at these prices quite a

large amount has been engaged. With corn at a low price the Canadian can afford to sell his barley, and not so much will go abroad for feeding purposes.

Mr. A. Fred Brown, of the Fort Orange Milling Co., Albany, was married last week in this city. The wedding was one of the social events of the season. The members of the Exchange did not have an opportunity of congratulating Mr. Brown, and many regrets were expressed thereat.

There is a greater proportion of poor wheat from Duluth this year than ever before in my recollection. Frosted, half-ripe, smutty and No. 3 Northern, are being offered here, and it is beginning to dawn on the minds of our old wheat men that there is something wrong about this crop, which will create a bull movement ere long. There was evidently more in those frost damage dispatches than at first supposed.

Messrs. Spann & Chandler are making the barley business spin as usual. They are now doing two-thirds of the business, and if the rest of the traders do not show more life the prospects are they will have the whole thing to themselves before January.

The Inspection department, as far as car grain is concerned, is not making expenses. The receipts have not exceeded a half dozen cars per day for three weeks. All hands are busy with cargoes, however.

The receipts of car stuff, owing to the light demand, have been put in store. The Niagara elevators took in a fair amount until a few weeks ago, when the management refused to handle any more. There is no money in this business for large houses like the Niagara "A" and "B." The following rates were made by the Exchange and Ontario elevators:

On all sound grain received from cars, on and after date, until further notice, the charge will be as follows:

Elevating, etc., and storing 5 days or parts thereof, $\frac{1}{2}$ cent per bushel.
Storage, each succeeding 10 days or parts thereof, $\frac{1}{2}$ cent per bushel.
Running to side bin for delivery to cars or wagons, $\frac{1}{2}$ cent per bushel.
Blowing, $\frac{1}{2}$ cent per bushel.
Winter storage will begin Nov. 15th next, and on all grain in store at that date, or after, the charge for winter storage will be $\frac{1}{2}$ cent per bushel, for each 10 days, or parts thereof, until such charge (accumulated after Nov. 15th) shall amount to 2 $\frac{1}{2}$ cents per bushel; then the grain shall be free of storage until 5 days after the opening of canal navigation in 1892.

Snipe are moving, ducks are flying and W. C. Jacus is so busy keeping his boats going that he has not had a shot this season. To a true sportsman like Jake it is agony.

BUFFALO, Oct. 13, 1891.

OUR NEW YORK LETTER.

THE breadstuffs markets have shown less activity the past month than since the beginning of the new crop year. Yet there has been a gradual enhancement of values, in face of the maximum movement of all kinds of cereals, except of corn, as well as of the minimum new export demand so far on this crop, excepting also for corn, which has been going out of the country more freely since the failure of the corn clique in Chicago, than for the previous two months, while the receipts have fallen to the lowest on the last short crop since the premium on spot corn was reduced. This increased export movement of corn, however, has been at the expense of that in wheat, exports of which have steadily fallen off since the middle of September, owing to the in-

ability of the Continental ports of Europe to discharge the heavy arrivals of the six weeks' previous shipments from this country as fast as they came in. For a month past the French and Belgium markets, which were the heaviest buyers of our wheat in July and August, have been re-sellers of cargoes both here and in the English markets, while the latter bought very little here during August and early September, though they have been coming in slowly for a month past, or since our new spring wheat began to arrive. This demand, however, has been steadily growing, and has been quite free and continuous for a week past, as the bad condition in which the English harvest was gathered has deprived those markets of their native supplies, on which they had depended for the bulk of their wants until after the new year. This wet wheat now requires an additional amount of our hard varieties to mix with them, and the British millers are ordering our No. 1 hard spring and No. 3 Kansas hard in liberal quantities for immediate shipment. Badgett, the Bingham and G. K. Clark as well as Max Held have been steady and good buyers of these grades for a week past, while the latter has resold several cargoes of No. 2 red to our receivers for Paris account.

As for the speculative market, it is in the hands of the local traders, who are simply "scalping" it on the "long" side when the crowd gets "short" and export demand is good, and on the "short" side when the crowd gets "long" and export demand is checked by any sudden advance. The last government report was the signal for a bear raid on the whole lot, as it indicated larger yields of all the cereals than previous reports, and confirmed late higher private estimates of practically a six hundred million wheat, nearly a two billion and hundred million corn and a seven hundred and sixty million oat crop. But the proposed removal of the German duty on grain and the increased export demand at the decline checked the latter in wheat, while the continued light movement of corn and the closing out of the last of the ten million clique corn to exporters advanced the market in face of the crop report.

The feature of the markets the past week has been the heavy engagements of ocean freight at a sharp advance in rates to old-time figures (5d Liverpool) for all the room offered for prompt and near shipment, both for corn and wheat to the English markets, until many believe that Great Britain is now in our markets to stay, and that we have been near bottom prices on this crop of wheat and flour, and, that before the close of our inland navigation, the Continent will have digested the heavy breakfast she took in August and September of our new crop, and will then come back for a good dinner, for which she will compete with English buyers at higher prices.

The demand for flour, however, has not kept pace with that for wheat in this crop, whereas flour was heavily exported on last crop where wheat was neglected. This has been explained by the fact that the Continent, so far, has been our big buyer this year, and always takes wheat in preference to flour; while last year the United Kingdom was our chief buyer, and took flour because relatively cheaper than our wheat. But this year the inferior quality of English wheat requires more foreign wheat for mixture in order to

use the former, and this is believed to be the immediate cause of this slack export demand for flour, which has scarcely moved or changed during the month, except about a week ago when our city jobbers took old spring patents freely at \$5.50@5.60, and new ones to arrive at \$5.10@5.35. The Pillsbury, Washburn, Crosby Consolidated Mills being the chief sellers through their agents here, Mr. Smith, Mr. Ford and Mr. Perrin. The large buyers were Lang, Miller & Huber, Weeks & Parr and, of course, Swezey. Hadley & Toomey and Daniels were the chief export buyers, the latter taking spring patents to arrive in sacks at \$4.75@4.85, and the former bakers' springs on a basis of 26s9d to 27s c. i. f. U. K. and winter straights at \$4.60@4.65 delivered in sacks in New York. The city millers are all running, but, outside of Hecker and Jewell, are not selling much, though the price for their blended spring and winter clears for the West India trade has not varied from \$5.25 in over two months, so great is the demand for their blended flours for those markets that they can sell all they make at that price when Western winter straights will not bring \$5 in barrels for those markets, or the Southern ones \$4.80 and clear \$4.65@4.75. As for low grade springs, they have not sympathized in the 10c. advance in the general market the past week, while low winters have, as the latter are scarce and wanted and the former are not.

Rye flour is scarce and firm at \$5.15@5.25, while the grain has advanced to 96c. c. i. f. N. Y. for No. 2 Western on renewed export demand and a vacancy of the foreign markets from the effects of rushing Russian rye on the German markets to get ahead of the prohibition of its export from that country. Corn products have been held up by corn.

The death of the old and well-known head of the export firm of E. R. Livermore occurred last week after a long and painful sickness from cancer, but the business is continued by his surviving partner.

The output of the city mills is now 8,500 barrels daily. Jewell has lately increased his capacity to 2,000 barrels, and with Hecker and Jones, all of which, as well as King's County, are running on blended flours, the Staten Island on winters, and the Jersey City on springs.

N. Y. Oct. 13th.

OUR LONDON LETTER.

AT the end of the first week in September, farmers in the United Kingdom generally had disconsolately resigned themselves to the contemplation of a harvest which would not be worth the trouble and expense of gathering, but renewed hope was infused into their minds by the steady rise in the barometer. The 8th of September was the first day of a spell of fine weather, which lasted for some twelve days; but just before it set in the average price of wheat reached 41s8d per quarter, which is higher than the average has attained for eight years, the price for September, 1883, being 41s10d per quarter. During the fine spell of weather great progress was made with the gathering in of the crops in spite of the slow work of cutting the laid and twisted corn by hand, and if the work in the late harvesting districts had not been interrupted by rain, on the 20th of September, all the crops would have been cleared off the land in the course of a few days. Whereas, even on

Tuesday last, a quantity of grain in stock, or uncut, was to be seen in some parts of the country. In the eastern and southern counties the crops are gathered in, but in the west midlands and northern England and Scotland there is a good deal of work yet to be done. There is great variation in the quality, the corn being surprisingly good in some instances, while in others it is declared to be unfit for milling purposes. However, the new wheat, generally speaking, does not grind well, the skin being tough and thick, so that the proportion of offal is greater than usual. Large yields were here and there spoken of on Mark Lane, last Monday, and the general out-turn is put down as an average in quantity, there being more reports of a yield of 4 to 5 quarters per acre than those, which state below 3 quarters. During the present week there has been a good demand for sound red wheat, 35s to 38s per quarter being paid, which level is a substantial advance on the 32s to 36s quoted immediately the fine weather set in.

Beerbohm's annual estimate of the wheat supplies and requirements of the world is always very carefully compiled at the beginning of the cereal year, and the list of estimated exports and requirements during the current cereal year is as follows:

| Country. | Estimated Exports. Qrs. | Country. | Estimated Requirements. Qrs. |
|---------------------------------------|-------------------------|--------------------------------------|------------------------------|
| United States and Canada..... | 26,500,000 | United Kingdom..... | 19,500,000 |
| Russia..... | 8,000,000 | France..... | 13,000,000 |
| Roumania, Bulgaria and Servia..... | 4,500,000 | Germany..... | 4,500,000 |
| Austria-Hungary..... | 1,000,000 | Belgium..... | 4,000,000 |
| India and Persia..... | 5,000,000 | Holland..... | 1,500,000 |
| Algeria, Tunis and Egypt..... | 1,750,000 | Italy..... | 3,500,000 |
| Chili, Argentina and Australasia..... | 2,350,000 | Spain and Portugal..... | 1,250,000 |
| | | Switzerland..... | 1,500,000 |
| | | Greece..... | 500,000 |
| | | Sweden, Norway and Denmark..... | 2,000,000 |
| | | West Indies, China, Brazil, etc..... | 2,500,000 |
| Total..... | 47,000,000 | Total..... | 53,750,000 |

The estimated exports are 3,800,000 quarters larger than the actual shipments last year, while the estimated requirements are 13,600,000 quarters greater than last years' net imports. The deficiency shown for the current year is 6½ million quarters, but it allows nothing for the extra wheat consumption in Russia and only 4½ million quarters extra for Germany, Holland, Scandinavia and Belgium for the shortness of rye.

On account of the price ruling for foreign wheat and the quality of the English wheat, which has been, in a good many cases, brought to the market before it is in condition, the English miller finds himself in a tight corner. Last Friday the market in London was in such a condition, that it paid the English millers to buy American flour instead of foreign wheat, to mix in with what they had in stock and sell to the bakers, but since then things have improved a bit for the home miller, or in other words, a margin of profit between the price of wheat and the price of flour is now visible.

There is some talk amongst the trade of holding a Milling Exhibition, similar to that held in London in May, 1881, next year. The month fixed upon is July, but it is now a question of support, as there is no likelihood of any great revolution in milling taking place. At the next Council meeting of the National Association of British and Irish Millers the question will be brought forward, and there is a likelihood of a lively discussion taking place on the question.

The milling industry in Spain, which is one of the most important, is now undergoing great changes and has been receiving much attention from the Eng-

lish milling engineers. The mills are quickly being remodelled to the roller system, and the American milling engineers should turn their attention to this market, as there is much to be done in this respect.

It is proposed to establish in Russia, an empire where, although agriculture is the principal source of national wealth, there exists no ministry of agriculture, a Central Agricultural Institute, with experimental scientific stations, etc. The director and members of this institution are to be specialists, and the establishment will embrace several sections—agricultural, geological, meteorological, botanical, chemical and technological. The aim of the institute will be, to establish and direct experimental stations and model farms, to centralize and bring together the works of the different rural economic societies, make analyses of the soil and of different products, etc. .

An extraordinary general meeting of the shareholders of the Rio de Janeiro Flour Mills and Graneries, Limited, took place in this city, at Winchester House, yesterday, to consider "the present position of the company and to decide on the course to be adopted for carrying on the business." The chairman, in opening the meeting, said, that since their last general meeting various events had occurred, which rendered an extraordinary general meeting that afternoon necessary, in order that the directors could have the views of the shareholders on the present position of the company. The shareholders were aware that when the company was first started, two directors were appointed resident in Rio de Janeiro. Of these, as announced in the last report, Mr. Holman, on account of the state of his health, came to reside in England, and last December, finding that he was unable to attend the board meetings, he resigned his seat. The other Rio director, Conde de Figueiredo, who in the early days of the company took a great deal of interest in its welfare, and indeed, very strongly recommended the contractor who was employed to carry out the works, appears of late to have had his time fully occupied with banking and other matters, and, in the month of April last, while in Paris, sold the whole of his shares, and thereby, of course, ceased to be a director of the company, which he had so large a part in founding. The Count did not retire from the company on account of any disagreement, so that the shareholders may still look for his assistance in anything undertaken in Rio. To fill up the vacancy caused by the retirement of Mr. Holman, the directors, as mentioned at the December meeting, endeavored to secure the services of Mr. Burgess Marriage, a large London miller, who, although he met the directors of the company several times, was unable to join the board in consequence of the increasing claims of his own business upon his time. There were thus two vacancies to be filled. With regards to the treaty between the United States and Brazil, it was a surprise, as the company had been formed in the days of the Empire, when industries with the object of giving employment to the people were encouraged, so that there was no reason to suppose that the policy of the Government would be reversed. The Chairman then went on to state that their flour mill, besides giving direct employment to a great number of persons, engaged in the mill itself, had also the effect of encouraging the cultivation of wheat in the parts of Brazil which

suited its growth. The Brazilians, he understood, were beginning to see the fact that the United States had in the treaty the best of the bargain, and there was good prospects of it being annulled according to the latest information from Brazil. The accounts which would give the result of the last twelve months' working had not yet been received from Rio, but a cable-grain had been received which showed, leaving out the loss caused by the fall in the rate of exchange, that the mills, etc., made a profit of £21,000. The loss from exchange, however, altered the net earnings of the company; as the matter stands there was a considerable loss. At the time the company was formed the rate of exchange was 22½d.; but owing to the high credit enjoyed by Brazil the rate rose higher and higher until, in the year 1888—that is at the time when the regular milling operations began, it stood at about 27d., which really means that the paper money of Brazil at that time was quite as valuable as gold, and so it continued, with comparatively small fluctuations, until 1889. The accounts were closed on Aug. 31 in that year at 27d., but between that date and Aug. 31, 1890, the rate fell to 22½d., and this caused a loss of £30,962 2s 8d., and on the 31st of last month the rate had again fallen further to 15d., causing an additional estimated loss of £43,000. The chairman then read an extract from a letter received from one of his colleagues who is paying a visit to Rio and has been there for the last four months. The letter was dated Aug. 22, and states: "There is no doubt that, were the element of exchange eliminated, or could all losses be wiped out, the prospects for the mills are most encouraging. We can sell daily more than we make, and though the bakers and dealers complain that we are asking fully 1 milrie—i. e. 1s3d. per barrel more than the best American marks, which is the case, they come back and buy from us." The following is an extract from another letter received a few days ago: "The more I see of the working of the business the more I am convinced that, with proper management, we should be able to hold our own with the Americans, treaty or no treaty, though I think there is no doubt the treaty will be cancelled." The chairman then remarked that although he would much prefer to see the business carried on without interruption, in the opinion of the board there were three courses open, one of which will have to be adopted—viz., to provide money for carrying on the business of the company, or to close the mills for a few months in order to see if the treaty is to be annulled or not, or to sell the concern. Still he believed that if the shareholders would show a little more courage there would be a good future before the company; and, in his opinion, about £250,000 more money was required to do the thing properly. It was ultimately resolved that a committee be appointed to confer with the directors as to the best course to be adopted under the circumstances, and that the meeting be adjourned for a fortnight to receive the report of the committee. So I must wait until next month before giving you the result come to.

X. Y.

LONDON, Oct. 1, 1891.

ALL persons desiring to reach the entire milling and grain trade of America, by circular or otherwise, should obtain a copy of CAWKEN'S AMERICAN FLOUR MILL AND GRAIN ELEVATOR DIRECTORY FOR 1890-91.

MILWAUKEE ITEMS.

SEPT. 20th the steamer City of Fremont took its first cargo of flour for export across the lake to Benton Harbor. It consisted of twenty-seven carloads, and was taken from Benton Harbor direct to the seaboard.

FRANK HUEPPER, foreman for the Weisel & Vilter Mfg. Co., was drowned in Lake Michigan while out boating Sunday, Sept. 13. He leaves a wife and three children.

THE Rapid Post and Packet Co. of Milwaukee, incorporated Oct. 6, will shortly introduce to the world one of the most remarkable and practicable inventions of the century. It is a railway, and accompanying rolling stock, for transmitting mail and small express matter with great rapidity, and is the invention of a Milwaukee man, Warren S. Johnson, president and principal owner of the Johnson Electric Service Co. When asked about his device, Mr. Johnson said: "To begin with, I cannot give you a mechanical description of it, nor explain the nature of the propelling power, for this reason: We have applied for patents in England, France, Germany, Austria and Italy. These patents must be issued on the same day that the patent in the United States is issued. According to the laws of some of the foreign countries when issued in the United States a patent becomes the property of the world, and is no longer protected in other countries. Hence, in order to obtain protection in the countries that I have named, we must have the patents issued here and there simultaneously. Now, I will tell you all I consistently can of the apparatus. It is a railroad, which may be either elevated or under ground, for transmitting mail matter and moderately small express matter with a rapidity which has not heretofore been anything like equaled. Its mechanical name is the Impulsive Railway. It will convey matter from Milwaukee to Chicago in about thirty-five minutes, and from Chicago to New York in six hours. The railway is of simple construction, and will cost \$15,000 a mile. The vehicles of transmission are small cars which will carry 100 pounds each. As to the propelling power, it is not electricity, though electricity plays a secondary part, and is an incident to the governing power. It is not a pneumatic tube arrangement, for let me say here that pneumatic tubes are very expensive, while my aim has been to make something that was practicable, and in order to be practicable it must not be expensive. No engines, no trolleys, no cables and no motors are required. Great speed is acquired in what I claim is one of the simplest devices ever invented. This railway, of course, is for the transmission of small matter only. The limit in size of packages will be two or three feet square, and a weight as great as twenty pounds can be carried. The cost of transportation will be equally as cheap as that of the present methods. The actual cost of propelling one pound 1,000 miles will be one cent. I do not mean that that will be the cost to the sender, but the net expense to the road. The introduction of this system will work several changes in the order of things as existing now. It will revolutionize the carrying trade to such an extent as to practically abolish the express companies. The Impulsive Railway will take away all the cream of the express companies' business, the small packages, which is

their principal source of revenue. Of course, the transportation of heavy articles will be left to them. I want to impress upon you that we do not claim to be able to carry heavy matter. I may as well state here, too, that the railway, as at present devised, cannot be used to carry people. But it will do what I claim for it, at least I am firmly convinced that it will, and so are the other men who have contributed towards the \$1,000,000 capital. The success of the railway has been demonstrated by tests which we have made from time to time. These tests have been only at short distances, but the nature of the machine is such that it will do so at almost any distance. Our movements have been conducted very quietly for the sake of preserving our foreign patents rights intact. There is no secret process such as the Keeley motor, and nothing to keep from the public except for the reasons I have mentioned."

OBITUARY.

Mr. M. H. Escott, secretary and treasurer of the J. B. Allfree Co., died at his residence in Indianapolis on Saturday, Sept. 19.

His illness was of short duration and to his friends, outside the family circle, his death was painfully unexpected. He was born in Bristol, England, March 30, 1845. He lived in the neighborhood of Bristol until his marriage, when in 1867, with his young wife, he removed to Canada. A few years later he came to the United States, making his home in Milwaukee, where he became prominent in the mill machine industry, and was widely known through his connection with the Vortex Dust Collector Co. of this city. About three years ago he became connected with the J. B. Allfree Co. as its secretary and treasurer, and it was in large measure due to his urbane disposition, liberal and yet business-like direction of his sphere of duty that the rapid success of the Allfree Company has been due. He was brimful of the best of human nature, and with the Anglo-Saxon straightforwardness and earnestness that, combined with a strongly sympathetic nature, is the magnetic quality in making friends and holding friendships. During a business connection embracing years, and a personal acquaintanceship of nearly as long, we can only testify to his strict integrity, and regret, along with all others who had the pleasure of his friendship, that so much of promise has broken down at the very climax of developed manhood. Morally, mentally and physically he was a high type of man.

He leaves the wife and eight children, with whom the earnest sympathy of all his many friends will remain. He was buried on Sept. 21, and the funeral was attended by his friends and the 100 employees of his company. He will be sorely missed by all.

"WHERE DOLLARS ARE MADE."

Along the line of the beautiful Queen & Crescent Route are grand opportunities for settlers, manufacturers and general business enterprises. A journal, under the title, "Where Dollars are Made," is issued by the above line, containing a vast amount of information about the New South, and a topographical map showing the location of timber, mineral and cotton belts, etc. This is mailed free to any address on application to D. G. Edwards, G. P. & T. A., Q. & C. Route, Cincinnati, O.

COLOR TESTING OF FLOURS.

THE National Association of Millers, at their recent annual convention, had the good fortune to hear an excellent paper on "The Investigation of the color of Flour," by Mr. Joseph Lovibond, mayor of Salisbury, but better known to us as the inventor of an instrument for accurately measuring and registering the color of flours, which he calls a tintometer. Mr. Lovibond remarks that when a beam of light impinges on flour a portion of the light is absorbed by the flour, and a portion only of the rays which constituted the impinging light being reflected to the eye, the color of the flour is really the color of the broken light which reaches the eye, and the particular color is dependent on the preponderance of certain color rays in the reflected light. This fact, as it possibly may have occurred to some of us, makes all the difference in the appearance of a flour when shown respectively by a miller's traveller who knows his business, and one who does not. In addition to placing the proffered sample on blue paper, a lot of difference can be made by a little manipulation according to surrounding objects. In employing the well known Pekar test, by which the flour is pressed and then dipped in water, the difference of pressure, time, and method of immersion in water, the time of exposure before examining, and the dryness of the atmosphere during exposure, all have an influence on the character of the color developed. As uniformity is therefore necessary, the flour could conveniently be always pressed into half its original bulk, should be immersed and withdrawn four times, occupying a total of eight seconds; should then be placed obliquely, so as to drain for thirty minutes before examining. Where the extreme accuracy necessary in keeping a record of colors was not required, it would be found sufficient to take but ordinary care, and to examine when dry on the next morning. Flours on being kept, bleach; the only way of keeping an accurate record, therefore, is to take the above mentioned precautions, and record in a book the results that are shown by the tintometer or other color-measuring instrument. The color of a flour does not depend on the starch but on the gluten; color should therefore indicate the quantity and also quality of the latter, and thereby be relied upon to show the market value of a flour to a much greater extent than the unexperienced observer usually attaches to it. With a little experience we should be able to anticipate by means of the color of flour, more than the color of the bread. We know it is not always the whitest flour that makes the whitest bread, but although we know we must have strength in a flour so as to make it carry its color into the bread, we do not always take the different degrees and character of color to be a sufficiently good criterion of strength and other qualities. One member, taking part in the discussion, remarked that he once had two flours tendered to him as Hungarian at the respective values of 31s. and 31s. 6d. By means of the tintometer he, however, found there was a wide difference somewhere, and by further investigation discovered that one of them was a St. Louis flour, worth at the time 28s., and not a Hungarian at all, but had been considerably over-dressed so as to resemble the latter. We are too apt to take color as indicative of appearance only (appearance is

not necessarily the result of quality in the goods), and as so many other conditions govern appearance, we say we cannot judge the value of a flour until it is made into bread. Is this so?—*The British Baker.*

POINTS FOR ENGINEERS.

THE feed water should be introduced into a boiler through an internal feed pipe, with perforations, in order to distribute the water more perfectly. The perforated pipe should be a few inches below the water level, and the perforations should not be nearer to either head than one-quarter of the length of the boiler, and should be on the upper side of the pipe.

When mud drums are used they should be made of lap-welded tubes, of not more than 14 or 16 inches in diameter, so that there will be no external or internal grooving, and, if the feed water is not led into them—and it never should be—there will be little or no corrosion.

If possible, mud-drums should always be situated outside of the brick-work of the boilers, and the connection should be made with an elbow pipe, the bottom of the boiler being reinforced at the connection; this will prevent cracking at the flanges of the connections, especially when the flanges are well rounded and of considerable width.

If the front or back heads of the boiler are found to be rounded out, or bulged, there is a great probability that the flange of the head, or flue, as the case may be, is cracked upon the inside.

Flue boilers, and in fact all boilers using bituminous coal, should frequently be carefully examined along the water line, as a drop in the water level only for a very few moments may produce softening of the iron and consequent distortion.

The front of a grate should be about thirty inches above the bottom of the ash pit.

The volume of a furnace above the grate, in ratio to one square foot of grate, should be from 2.75 to 3 cubic feet for coal; but with wood as fuel it should be from 4.6 to 5 cubic feet.

It should be remembered that the useful amount of heat that can be obtained from a ton of coal depends very materially upon the condition of the grate upon which it is consumed. If you have the best coal and an inferior condition of grate, the efficiency of the coal may fall 20 or even 80 per centum.

Oxidation is one great source of deterioration in boilers, and is caused by the air held in the water, the process being hastened and intensified by the heat and pressure. That the corrosion of boilers is caused by the oxygen liberated from the water is shown by the fact that its specific gravity is greater than steam (nearly double) and therefore it would naturally remain near the water line; and it is found that the corrosion is nearly always greater at that point.

The use of rain water in a boiler, twice a week or oftener, tends to loosen scale and prevent its formation.—*The Safety Valve.*

September and October.

The finest shooting grounds in the Northwest are on and tributary to the lines of the Chicago, Milwaukee & St. Paul Ry. The crop of Prairie Chickens will be exceptionally good this year; also Ducks and Geese. In Northern Wisconsin and the Peninsula of Michigan splendid Deer shooting is to be had. Full information furnished free. Address, Geo. H. HEAFFORD, Gen'l Pass'r Agent, Chicago, Ill.

NEW S.—EVERY car works in the country is full of orders, and the roads are so short of cars with which to handle grain that the movement will be delayed.

IMPORTANT improvements are being made in the Altoona (Pa.) flouring mills.

It is probable that a flouring mill will soon be established at Howardsville, Va.

The Western Milling Company will erect a large flouring mill at Regina, N. W. T.

A THIRTY barrel roller process flouring mill has been established at Overton, Va.

The Charlotte Milling Co. are about ready to start their new mill at Emmetsburg, Md.

The Shakopee, Minn., flouring mill has been sold to Christian & French, of Minneapolis.

The recently burned flouring mill of J. S. Benson & Son at Laytonsville Md., is to be rebuilt.

The Funkstown (Md.) flour mills will soon increase their capacity from 150 to 250 bbls. per day.

The recently burned plant of the Plant Milling Company of St. Louis, Mo. is to be rebuilt soon.

E. A. DUDLEY, of Terra Alta, W. Va., has made some extensive improvements in his "Alpine" Flour Mills.

EFFORTS are being made to form a stock company to establish a 100-barrel flouring mill at Salisbury, N. C.

The Cold Spring Mills near Cape May, N. J., have been destroyed by fire. Loss, \$10,000. Insurance light.

J. M. YEAGER is remodeling his mill at Yeagertown, Pa., and intends to make it first-class in every respect.

A FIFTY barrel flouring mill will be established at Farrington, N. C. A. W. Ellis & Co. can furnish information.

The Baltimore & Ohio elevator and 150,000 bushels of wheat burned at Baltimore, Md. The loss is nearly \$500,000.

J. L. BENSON's flour mill at Laytonsville, Md., was recently destroyed by fire. Incendiary. Loss, \$5,000; insurance, \$2,400.

The Rockford (Ill.) Oatmeal Mills burned Sept. 29. Loss, \$40,000. Insurance, \$38,000. It was one of the mills in the Oatmeal Trust.

A complete outfit of rollers, to be used in making buckwheat, is being placed in the Henry Milling Company's mill, in Portstown, Pa.

JACOB ARNER, the veteran miller of Clarion, Pa., and his son have leased the T. W. Raine flour mill and will operate the same in the future.

At Hartsville, Tenn., Sept. 8, an incendiary fire destroyed the roller flour mill belonging to Maj. A. S. Reeves. Loss, \$10,000; insurance, \$3,000.

NEAR Garrison, Texas, Sept. 26, the gin and grist mill belonging to J. A. Wiggins, was burned, together with several bales of cotton. No insurance.

The Buffalo Milling Co., of Lewisburg, Pa., awarded prizes to the maker of the best bread from their flour. The competition among the ladies was quite exciting.

A LOSS of \$109,000 was occasioned at Hastings, Minn., Sept. 17, by the burning of the warehouse and weighing house of Smith & Thompson and Strong & Miller's elevator.

NEAR Fredericksburg, Lebanon County, Pa., Oct. 2, Emanuel Spanuth's roller flour was burned, together with 400 bushels of grain and all account books. Loss, \$10,000; insurance, \$5,000.

MCKELLOP's grist mill at Perry, Mich., was burned Sept. 16. Loss, \$18,000. A large quantity of wheat, value unknown, which belonged to the patrons and was stored there, was also lost.

DIED.—H. J. Brinkman, of the firm of Brinkman & Co., owners of the Chisago Flour Mill, at Rush City, Minn., died Sept. 22. He had been sick about four weeks with typhoid fever.

BURNED.—At Hastings, Minn., the Chicago, Milwaukee & St. Paul elevator and several other store houses with a considerable quantity of grain. Loss about \$100,000. Insurance light.

The mammoth roller grist mill of John Bull & Co., at Slaterville, N. Y., burned September 30. There were over 2000 bushels of new buckwheat in the mill which were entirely consumed. The loss is \$10,000.

The assignment of S. V. White & Co., of New York and Chicago, was made on the New York Stock Exchange Sept. 22. The failure is due to long speculation in corn. The liabilities of the firm are very large.

The Southern Mfg. Co. is now building a flour and hominy mill with capacity of 300 bbls. per day at Richmond, Va. It will be run by water power. E. G. Leigh, Jr., is president, and C. R. Robins secretary of the company.

At Washington, Ind., Oct. 4, the flouring mill of George F. Signor & Co., was fired by an incendiary and burned, together with the residence of Mr. Signor. A large amount of wheat and flour was in the mill. The loss is \$25,000 with only \$5,500 insurance.

ROBERT M. FAIRLAIR, a member of the New York Stock Exchange, died at his home in Dansville, N. Y., Sept. 18, of heart failure. Mr. Fairlair joined the Exchange in 1864. He was 48 years of age. He has not been in active business for some time.

W. B. FORSEMAN, O. S. Kelsey and A. P. Foresman, gentlemen from Williamsport, Pa., trading under the firm name of The Foresman & Kelsey Milling Co., have purchased flouring mills located at Flemington and known as the City Mills, from B. C. Packer.

JOHN H. NYCE, whose large brick grist and saw mills were burned several weeks ago at Perkiomenville, Pa., has the walls of his new grist mill nearly all reared. The new structure will be considerably larger than the old one and with an increased capacity.

SECRETARY Mohler, of the Kansas State board of agriculture, issued his final crop report on wheat and oats October 9. It shows the yield of wheat for Kansas to be 59,399,619 bushels, and of oats 39,668,045 bushels. The probable product of corn is placed at 145,485,918 bushels.

At Wilmington, O., Sept. 29, the flouring mills and elevators owned by A. F. Peters and occupied by F. E. Langdon & Co., were totally destroyed by fire with all their contents at 3 o'clock in the morning. Every indication is that it was the work of tramps. Total loss about \$25,000.

The new flouring mills in Toledo, O., will commence running this month. The elevator which is being built in connection with the mill is about completed, and they will start in with a force of about 50 men. Should they decide to build their own cooper shop, which they will probably do, a force of 50 additional men will be put on.

At Locust Point, Ind., Oct. 4, elevator A of the Baltimore & Ohio Railroad Company's system was burned, together with all machinery and the 135,000 bushels of wheat which it contained. The loss, which is heavy, is covered by insurance. Elevator A cost to construct and put in machinery \$500,000. Its capacity was 500,000 bushels.

A. C. PARFREY, proprietor of the City Roller Mills at Richland Center, Wis., had a narrow escape from being shot on the 8th inst. He was standing in the doorway of his store when a bullet whistled just over his head, flattened itself on a beam and fell at his feet. Whether the shot was fired by a would-be assassin or was a stray shot is not known.

R. B. GRAHAM & Co., the well known flour dealers at 1914 Market street, Philadelphia, Pa., made an assignment, October 5, to the City Trust and Safe Deposit company. The liabilities are about \$46,000; assets \$22,000. They were losers by the failure of the Spring Garden Bank and also lost considerable money by the subsequent failures of the Milwaukee-Cracker company and Van Guden & Young.

"No, I do not expect the present heavy receipts of corn to keep up," a leading Chicago shipper said a few days ago. "The country is about drained of corn. Most of the stuff now arriving was sold during the recent bulge, and was the final effort of Western farmers to realize on the old crop. The rapidity with which the corn is sent forward is marvelous. The grain scarcely stops as it goes from cars into elevators and from the elevators to boats."

AMONG lately organized corporations are the following: The Kansas Milling Company, of Caldwell, Kan.; capital, \$30,000. Directors—J. E. Kramer, J. J. Kramer, S. P. Kramer, W. H. Chaffin and L. Ames. The Oak Valley Milling Company, of Elk County, Kan.; capital, \$10,000. Directors—L. A. Conneway, S. A. Conneway and J. P. Holmes, of Oak Valley, and I. B. Alter and Rettle Alter of Longtop. The Luthy Milling and Elevator Company of Bern, Nemaha County, Kan.; capital, \$30,000.

The Stoughton (Wis.) Milling Company will take the Dane county drainage question to the Supreme court of the United States. An appeal is taken from the decision of the Supreme court of the state, made in 1889. The Milling company, through its attorneys, alleges that the law providing for the appointment of the drainage commissioners, was unconstitutional, which opinion is not held by the Supreme court of the state, although one of the judges (Cassoday) gave a dissenting opinion. This appeal from the decision of the Supreme court will delay action in the drainage matter for several years, and those who oppose the scheme of lowering the Madison lakes are rejoicing.

In the afternoon of Sept. 27, at St. Louis, Mo., fire was discovered in the machinery storeroom of the Plant Milling Company, situated at the foot of Chouteau avenue, and the flames spread so rapidly that the firemen could do nothing but save adjoining property. The mill was a five-story brick structure, 75 ft. front on Chouteau avenue and 100 feet deep. The warehouse contained 2,000 barrels of flour and building and contents are in ruins. The cause of the fire is unknown. George P. Plant, the president of the company, places the loss at \$250,000, with insurance about the same. The original Plant Milling Company was established in 1851, and the company is one of the best known in the country. The mills will be rebuilt.

EDWIN R. Livermore, aged 71, one of the founders of the New York Produce Exchange died on Sunday evening, Oct. 4, at his residence, No. 30 West Forty-eight street, after a lingering illness. Mr. Livermore had been a well-known figure in the flour trade for fifty years, and up to the time of his death was senior partner of the firm of Livermore & Enders, No. 119 Broad street. Mr. Livermore was one of the committee of produce commission merchants who exposed the Erie Canal Ring, and was appointed a Rapid Transit Commissioner by Mayor Edson. He had devoted most of his time recently to the export branch of his business. For three months he had been ailing and was receiving medical care, but he was not thought to be in danger, and only some of the members of his family were with him when he died.

ACCORDING to an Atlanta, Ga., special, a movement is on foot to buy up the rice mills of the South and form a pool. The Standard Oil Company and English capitalists are supposed to be behind the enterprise. Between \$1,000,000 and \$2,000,000 will be required, the working capital being \$1,000,000. Options have been secured on the mills at New Orleans, Savannah, Charleston and Wilmington. The only announcement made when the options were asked for was that a syndicate proposed to buy all the mills in the country, and put in what is known as the Dutch milling machinery, which is the kind used in India. An agent of the syndicate says that the new process will be cheaper than the old to the planter, and the price of rice will be lowered so much that the importers of foreign rice will not be able to undersell the American product.

At Minneapolis, Minn., Sept. 24, fire broke out in the building occupied by the Moore Carving Manufacturing Co., and spread to the Empire Elevator, filled with wheat. The flames then spread to adjacent property and a dozen buildings were burned. Elevator C was owned and operated by Pratt & Porter, under the name of the Empire Elevator Co. The capacity of the elevator was 130,000 bushels, and the stock of wheat on hand when the fire broke out was about 75,000 bushels. There are two large annexes to the elevator whose combined capacity is 600,000 bushels. These were leased by the Milwaukee Railroad of Pratt & Porter. The loss on the elevator and contents aggregates \$100,000, on which there was \$78,000 insurance. The Moore Wood Carving Machine Co. lost much valuable machinery, their loss reaching \$30,000, with an insurance of only \$8,000. The Kansas City Grain and Feed Co.'s storehouse was consumed; loss, \$2,500; insured. The block of frame and brick stores on Washington avenue, the yards of the Millwood Co. and a few smaller structures were destroyed or badly damaged. The loss on these will foot up about \$25,000, with \$20,000 insurance. Total loss, \$197,500; total insurance, \$107,000.

OUR FLOUR TRADE WILL BE BENEFITED BY LIFTING THE EMBARGO IN CUBA.

WHEN the reciprocity treaty between the United States and Spain goes into effect on January 1st it is expected that there will be a larger trade between this country and Cuba in flour, which now pays a duty of \$6.20 a barrel at the ports of the islands of Spain in the West Indies, but is to be reduced to \$1 a barrel. It is supposed that there will be a heavier consumption of flour on the islands, because the inhabitants will be able to get it cheaper. When the treaty was ratified there was great complaint by the millers in Seville, Spain, because they saw the United States would be likely to control the West Indian markets on account of the milling cities of the United States being nearer to Cuba. The wheat raised in Maryland and vicinity and the flour made

by Baltimore millers, has peculiar qualities that suit the tropical trade, and is not affected by the shipment to countries south of the equator.

For more than a hundred years the flour made in Maryland has been especially prepared for the West India and South American trade. This business has been very largely conducted in connection with the sugar and coffee trade, and was the larger part of the export cargo from Baltimore.

The exporters of New York expect to do a good business under the new treaty, and they say that Baltimore will get a big share of the flour from Chicago. It is claimed that the regular steamers from New York will not be able to carry all the flour from that port, but it is well known that steamers leaving New York for the West Indies and Brazil often come here to complete their cargo with a consignment of flour.

C. Morton Stewart said yesterday that Blaine's reciprocity treaty had stimulated trade wonderfully. He said that reciprocity, wherever introduced, was taking good shape. A great deal had been said against it, but the consumer nevertheless found that it reduced the cost of living and made the necessities of life cheaper. He said that with Cuba we have a very small sugar trade, and that we are gradually getting back some of Demerara trade. The Chesapeake was the natural channel through which to export all flour to Brazil, to Cuba and the West Indies, and in fact nearly all the flour going to those countries was originally from the mills of Baltimore or Richmond. The produce of the Baltimore and Richmond millers have always been the favorite brands of the South Americans, and experience has emphasized this fact; and the new year would witness quite an impetus to the flour trade at this port.—*Baltimore American*.

YIELD OF GRAIN.

The October report of the statistician of the department of agriculture relates to yields per acre of grain, and condition of corn, potatoes buckwheat and tobacco. The estimated average yields are—Wheat 15 bu., oats 29.3, barley 25.8, rye 14.4. The condition of the corn crop is 92.5, buckwheat 92.7, potatoes 91.3 tobacco 93.8. The yield of wheat in threshing has in most districts proved higher than the apparent condition of the crop at harvesting would indicate. In the Ohio valley states, and in the spring wheat region, the exceptional individual yields have been more numerous than usual, carrying the state average to the verge of former years. The average of the middle states are nearly as high. California presents a disappointing output, a large area having been cut for hay and some districts, especially the San Joaquin valley, return reduced yields that are nearly failures.

The average yields of oats are higher than the early returns of condition would indicate, though that of last month, showing condition when harvested, was the highest for several years, slightly above the record of 1889. Oats have evidently shared the beneficent influences of the present season, yielding quite up to the popular expectation. The same may be said of barley.

The corn crop, very promising last month, though a little late, in danger of frosts above the latitude of 40 degrees, and somewhat injured at the more northern localities, has improved during the month, as the result of the high temperature of the last two or three weeks. A good crop is assured.

THE great Northwest, the land of grain. With pride looks o'er her broad expanse, And with the conscious gaze takes in Millions on millions at a glance Of bushels ripened in her soil, Heaped to reward the farmers' toil, For money's power, wheat is gold It follows, both are manifold— Lucky is he who's cast his lot In this Northwest, God's garden spot.

OUR LEGAL DEPARTMENT.

Specially Prepared for The United States Miller and Milling Engineer, from the Latest Decisions.

BREACH OF WARRANTY OF MACHINERY.—Although machinery worth \$600 is, when delivered in a condition to be practically worthless, if the expenditure of \$50 will make it perform good work, there is not such a breach of the warranty as will justify the buyer in keeping the machinery without paying anything for it, but he is liable for its actual value as it was delivered.—*Trippe v. McLain*, Supreme Court of Georgia, 13 S. E. Rep. 522.

INJURY OF EMPLOYE BY HIS OWN FAULT.—Where an employe in a manufactory knows that the operation of certain machinery subjects him to danger, the responsibility is upon him to protect himself, and failing to do so he cannot recover for injuries sustained.—*Anniston Pipe Works v. Dickey*, Supreme Court of Alabama, 9 South Rep. 720.

LOSS OF GOODS IN TRANSIT.—Though goods saved by a common carrier from the perils of a freshet were damaged by passing through the freshet, yet if some not saved are unaccounted for, and it is not shown that the freshet caused their loss, or what their condition was when they disappeared, a recovery for their value may be had against the carrier without deducting anything for conjectural damage which they may have sustained by reason of the freshet before the loss occurred.—*Charlotte, C. & A. Ry. Co. v. Wooten*, Supreme Court of Georgia, 13 S. E. Rep. 509.

FRAUDULENT TRANSFER OF PROPERTY.—A deed without consideration from a husband to a wife, dated March 1, and acknowledged and recorded in December following, is void as to creditors whose debts were created between those dates. In an action to set such a deed aside, actual fraud on the part of the wife need not be shown, as fraud of the grantor is implied fraud on the part of a voluntary grantee.—*M'Ghee v. Importers and Traders National Bank of New York*, Supreme Court of Alabama, 9 South Rep. 734.

RECOVERY OF DAMAGES FROM TELEGRAPH COMPANY.—Special damages cannot be recovered from a telegraph company for failure to transmit or deliver a telegram, unless it can be shown that the company knew that such damages as those claimed would result from a failure to deliver the message.—*Western Union Telegraph Company v. Lively*, Court of Appeals of Texas, 15 S. W. Rep. 197.

ASSUMPTION OF RISK BY EMPLOYEE.—A servant whose duties require him to work in a place known by him to be unsafe, so that he would otherwise be taken to have assumed the risk, cannot be relieved himself of such an assumption of risk by showing a promise to make the place safe by one other than his master, unless such other person had authority to determine what should be done for the safety of those employed in the place, and to do it or have it done.—*Ehmoke v. Porter*, Supreme Court of Minnesota, 47 N. W. Rep. 1066.

STATUTE REQUIREMENTS REGARDING TRANSFER OF FREIGHT.—The statutes

of Georgia which prescribe a penalty for the refusal of a railroad to receive and transport to any point on its own line, cars containing freight offered to it by a connecting road of the same gauge, does not require a railroad to issue through bills of lading to points on a connecting line, and to deliver its own cars containing freight to such connecting line. The fact that it has issued such through bills of lading to shippers at a certain point gives no right to shippers at another point to demand that they be likewise issued to them.—*Coles v. Central Railroad & Banking Co.*, Supreme Court of Georgia, 12 S. E. Rep. 749.

INJURY WHILE PASSING FROM ONE PASSENGER CAR TO ANOTHER.—Where a person is injured on a railroad train while passing from one car to another while the train is in motion, on his way to or from the smoking car, if the injury is one that is caused or contributed to by negligence of the company, damages may be recovered. The smoking car is placed by the company for use, and it is not of itself negligence for a passenger to go to it while the train is in motion.—*Costikyan v. Rome, W. & O. R. Co.*, Supreme Court of New York, 12 N. Y. 683.

GOOD WILL AND TRADEMARKS PASS WITH ASSIGNMENT.—Under a general assignment for the benefit of creditors, the good will and trade marks pass it to the purchaser of the business at the assignees sale, and the assignor has no further right to their use.—*Wilmer v. Thomas*, Court of Appeals of Maryland, 22 At. Rep. 403.

DAMAGES FOR REFUSAL TO ACCEPT GOODS ORDERED.—Where a person purchases goods and then refuses to take them, whether they are especially made or bought for him, or are already in the stock of the seller, the measure of damages is the difference between the market value of the goods and the contract price, together with the expense of selling them again.—*Tufts v. Grever*, Supreme Judicial Court of Maine, 22 At. Rep. 382.

CONTRACTS IN RESTRAINT OF LABOR.—A contract under which a person agrees not to work for any other firm or person engaged in the same line of business at the same place for a specified period after he leaves the employment of his employer, is not a contract in restraint of labor, and is one which can be enforced.—*Sternberg v. O'Brien*, Court of Chancery of New Jersey, 22 At. Rep. 348.

WRONGFUL DEMAND OF DEMURRAGE.—Where the master of a ship demands the payment of demurrage before delivering a cargo shipped under a contract which did not provide for the payment of demurrage, the consignee, after tendering the amount actually due, may abandon the goods to the vessel and recover from her owners their value less the lawful charges against them.—*The Reuben Doud*, District Court of the United States, Eastern District of Michigan, 46 Fed. Rep. 800.

WARRANTY OF GOODS FOR FUTURE DELIVERY.—Where a contract is made for the future delivery of goods or products afterwards to be made or grown, and it is stipulated that they shall be of a certain quality, that amounts in law to a warranty that when delivered they shall be of the quality stipulated. And if they are not, the buyer does not waive his rights by accepting what is delivered, but he may take that, and in action for the price set off against it his claim for damages for breach of the

warranty.—*Morse v. Moore*, Supreme Judicial Court of Maine, 22 At. Rep. 362.

PAYMENT OF INDIVIDUAL DEBT WITH FIRM CREDIT.—An agreement by one partner to discharge a debt due the firm by setting off his individual liability against it is not binding on the firm unless made with the consent of the other partners.—*Gates v. Vincent*, City Court of Brooklyn, 12 N. Y. 704.

INDIVIDUAL DEBT OF PARTNERS.—Where a joint and several note is given by both the members of a firm, one partner signing as principal and the other as surety, if the note is given for an individual debt of the principal, the fact that both partners are liable upon it will not make a firm note. It is an individual debt of the principal, and upon an assignment cannot be preferred to the debts of the firm.—*Citizens Bank of Perry v. Williams*, Supreme Court of New York, 12 N. Y. Supp. 679.

POWER OF WIFE TO BIND HUSBAND'S CREDIT.—Where a husband and wife are living together, the presumption is that she has a right to purchase such things as are for domestic or her personal use, and have them charged to her husband. Where they are living separately, the presumption is that she has not that right. And the merchant that sells her goods upon the credit of her husband, is bound to know, or ascertain, whether or not, they are living together.—*Vusler v. Cox*, Supreme Court of New Jersey, 22 At. Rep. 347.

MISAPPROPRIATION OF FUNDS BY AGENT.—In a civil action to recover money claimed to have been embezzled or misappropriated by an agent, it is not enough to show that the money in question was received by him, as he had a right to receive it, but the plaintiff must go further and show that the money so received was actually misappropriated or embezzled, and until this is shown the defendant is not put upon his defense.—*Panama Ry. Co. v. Johnson*, Supreme Court of New York, 12 N. Y. Supp. 499.

SPECIAL COMMISSION CONTRACT.—Under an agreement by defendant that, if plaintiff would introduce him to person named, he would pay plaintiff a commission on all goods he might sell such person through the introduction, plaintiff may recover commissions on sales, without showing that such person was willing to purchase on defendant's terms. In an action for such commissions, the question, whether a sale was made through the introduction, when depending on inferences from facts proved, although the evidence is contradicted, is a question of facts.—*Ayers v. Quigley Furniture Co.*, Superior Court of New York, 12 N. Y. Supp. 559.

STAUNTON, VA., FLOUR MILLS.

THE well-known flouring mills of Witz & Holt, located just east of Staunton, on the old fair grounds, were erected in 1872, or nearly a quarter of a century since.

The mill was of the old-fashioned sort, and the roller process was not so well-known or thought of in the South as it is to-day. Isaac Witz and Charles A. Holt were the founders of the mills, and it was not until 1882 that the roller process was adopted. This innovation wrought a great change in the conversion of wheat grains into snow-flake flour, and in 1885 steam power superseded the old-time over-shot wheel and the capacity of the mills was increased to 125 barrels of superior flour per day.

This output has been eagerly sought by the local trade, and country merchants along the line of the Chesapeake and Ohio road, from Charlestown, West Virginia, to Hanover Junction, have handled hundreds of thousands of pounds of Witz & Holt's brands of patents, families and extras.

The present owners of the mills are Isaac Witz, C. A. Holt and F. T. Holt, and the capital invested is something over \$50,000. Twenty people are employed, among whom are three experienced millers, ten coopers, book-keeper, shipping clerk, etc. At the rate of 125 barrels per day, the reader will see that the total annual output of this one mill alone is something like 36,000 barrels.

STAUNTON MILLING COMPANY.

This enterprise was established in Staunton in November 1890, and at the election which followed the organization of the company, the following officers were chosen: President, J. F. Triplett, Mt. Jackson, Va.; vice-president, J. A. Fauver, Staunton; secretary, P. B. Sublett, Staunton; treasurer, Reeves Catt, Staunton. These officers and Frank Green also composed the board of directors.

The capital stock was fixed at \$30,000, of which amount about \$20,000 was paid in, machinery purchased and the enterprise set fairly afloat. Active operations began May 1, of the present year, and from that time on the mills have been constantly running.

The mill is what is technically known as a "roller" and is fitted out with the latest and most approved milling machinery, manufactured especially for the company, by the Case Manufacturing company, of Columbus, Ohio. This machinery was put in at a cost of about \$14,000 and has given perfect satisfaction in every respect.

The capacity of the mills is 200 barrels of flour per day. The manufactured products of the milling company (the different grades of flour and mill-feed) find a ready market in eastern Virginia and North Carolina, while an immense local trade has been built up along the line of the Chesapeake and Ohio and Baltimore and Ohio railroads, and in this city.

An additional feed mill is now being put up, and the future of the company seems bright with promise. The mills are located on Commercial row, near the Chesapeake and Ohio depot—one of the most desirable sites in the city for a manufacturing concern.

L. J. Esslinger, late of Michigan, one of the most expert millers in the country, is in charge of the mechanical department, and Mr. Fauver is the general manager. Six persons are employed in the mills, beside the gentlemen we have mentioned, and others will be added to the present force later on.

Adding to the 57,600 barrels annually turned out by the Staunton Milling company the 36,000 barrels manufactured by Witz & Holt, we have a total of 93,600 barrels.—*Staunton News*.

A FAIRY TALE.

A famous woodsman once boasted that he could find his way through a wilderness and return by the same path.

Being tested, he carried with him a slender thread, which should serve as a guide for the return trip. Reaching the end of his journey, he lay down to rest. While he rested came the genius of industry and breathed upon his thread and changed it to two shining ribbons of steel. It was a railroad. Throngs of people whirled past him in luxurious cars, and he read upon the train the mystic legend: "Wisconsin Central!"

For tickets, berths and full information apply at Milwaukee City Ticket Office, 99 Wisconsin St.

SOME REMARKS.

BY W. H. WAKEMAN.

THE following quotation was published in one of our magazines a short time ago, and has since been copied by mechanical papers: "I don't care how much oil you put in your steam engine, you needn't imagine that all of it is going to be distributed over the cylinder walls. It isn't in the nature of things. Now for that high-speed, horizontal engine you want positive lubrication, and plenty of it; you want the oil put right on the piston head, on the upper side, and it will find its way to the bottom."

"How is that to be done? Drill a small hole the full length of the piston rod. Drill down in the head to meet it, say two or three radial holes, five degrees apart. Mount on the crosshead, and in connection with the bore in the rod, a piece of pipe half as long as the piston diameter, and put your oil cup on that. Fill your cup, and the oil will run out of the small holes on the piston head. The top line of the piston head and the cylinder bore will be oiled by actual contact. The rest of the circumference of each will be oiled by gravity. As the steam chest is on the side where it should be, there will be no trouble at all about the oil getting out. See that your standpipe is always kept full, and the whole thing is done. I have used this arrangement on a short-stroke engine making 720 turns

Now, colonel, while you are a very pleasing writer, and your ideas have given us some information and much pleasure, still you do not always "hit the nail on the head," or at least you have missed it this time, either by speaking of something you have never seen, or by omitting to give us a complete description of your invention. You say that we must keep the stand pipe full of oil, but you do not tell us how we are to do it with perhaps 100 pounds of steam behind it, forcing it outward. If your oil cup is to be a closed one, capable of withstanding this pressure, you should have told us so. You say that you have used this device on an engine running 720 turns per minute. According to this your oil cup reversed its motion 1440 turns per minute, and we should like to inquire if that did not tend to mix matters up to a certain extent?

You advocate positive lubrication and plenty of it, but with this arrangement, running at such a speed, how are we to tell whether we are getting it or not, until our valves and piston com-

You have also omitted another very important point, and that is, suppose that we conclude that the oil cup on the cross-head has run dry; how are we to refill it? Are we to shut down the engine and cause the machinery to stand idle, while we perform this important And would this be allowed in an electric light station in a city where a great many lights would be out, and the people sitting in darkness while we manipulate the oil can?

You do not tell us how we are to clean out this small hole running through the piston rod endwise, when it gets filled up with burnt oil, etc.

When we examine the ordinary cylinder lubricator, and note its position, we find that it is tapped into the main steam pipe, behind the throttle valve, and it is so located for the purpose of causing the oil to pass through this valve to reduce the friction of the steam in its passage, and prevent wear on the seat of the valve. It also saturates the steam

MILWAUKEE
Business University
Corner Broadway and Mason St. (Hathaway Building.)
Popular Night School. Seven Departments. Day and Evening Sessions.
\$60—LIFE SCHOLARSHIP—\$60
In either the COMMERCIAL or SHORTHAND department, or six months \$60, payable monthly, if desired. Night school \$5 a month.
D. B. WILLIAMS, President.

with oil so that it lubricates the steam valves, and it is an old saying among engineers, that if the valves do not "call for oil" the piston is sure to be properly lubricated, but all this seems to be left out of the philosophy of a writer who recommends that we put our oil directly into the cylinder, and leave the valves to take care of themselves.

He assumes that the steam chest is on the side where he says that it should be, but a great many of the best engines that are built at the present time have the steam chest on top of the cylinder, and we have never seen an engine of any kind or description where there was any trouble about getting the oil out after it had done its work.

The same correspondent speaks of going into an engine room, and finding the engineer smoking a corn-cob pipe, and for every whiff of smoke sent out by the man, a sniff of steam was sent out by the engine, from around the piston rod. Now, colonel, we have no excuse to make for the "whiffing" incident, for we believe that the use of tobacco in any form is a dirty habit, but it is quite possible that there is some excuse for the "sniffing" incident. It may be that the gland was loose, and that by giving the nuts which hold it a half-turn the trouble would disappear, and again it may not be such an easy matter to overcome the difficulty as your remarks lead us to believe. If the rod needs packing over, how can he do it when the engine is running? And if this is the cause of the nuisance, is it not just as well for him to view the matter in a philosophic way, as it would be for him to spend his time in walking the engine-room and fretting over it? Perhaps that engine was out of line, and he cannot get time to put it in line again, owing to a rush of business. The writer visited a plant a few weeks ago where the engine was shut down six hours on Sunday, and at all other hours of every day and every night that machine was making money for somebody. In such a case as that the engineer should not be blamed for something that he has no time given him to adjust or repair.

It may be that the engine is run but eight or ten hours per day, but where he reports that repairs are necessary, he is told that business is dull, and it is no time to go to the expense of overhauling the engine, and if he protests, he may be informed that if he can't run it, some one else will. Of course all this is poor policy, but then such things have occurred in the past, and unless a person knows for a certainty that an engineer is lazy and neglects his work, he should not censure him too strongly.

CANADIAN MILLING NOTES.

(Gleaned from the Canadian Miller.)

PORTAGE LA PRAIRIE, Man., is agitating for a Board of Trade.

THE mill and elevator at Shoal Lake, Man., is to be improved.

VOLLANS' brick grain warehouse at Windsor, Ont., is completed.

WIGLE Bros.' mill at Amherstburg, Ont., is running day and night.

THE new elevator at Everett, Ont., has a capacity of 50,000 bushels.

THE grist mills of J. H. Dracass, Streetsville, Ont., are being improved.

ROBITAILLE & POIRER, grain merchants, Montreal, Que., have dissolved.

CROWE & Co., of Winnipeg, Man., are erecting a mill at Holland, Man.

THE Farmers' Elevator Company of Rapid City, Man., is applying for incorporation.

ORR BROS. have commenced the erection of a large flouring mill in Windsor, Ont.

REGINA, Assa. territory, will exempt the proposed flour mill from taxation for ten years.

C. & G. J. WILSON have removed their roller mills from Cumberland to Buckingham, Que.

CHALMERS BROS. & BETHUNE, Pilot Mound, Man., will build a 25,000 bushel elevator at that place.

THE grist mill at Thompsonville, Ont., is to have oatmeal and pot pearl barley machinery added to it.

SIMON FRASER's new mill at Amherstburg, Ont., is completed and receiving large quantities of grain.

ANDREW ARBUCKLE, of Merrickville, Ont., had one hand destroyed and the other mangled in a roller mill.

SINASAC's flouring mill at Harrow, Ont., is now running night and day, two shifts of men being employed.

PARISH & LINDSAY, Brandon, Man., are enlarging their elevator at that place to a capacity of 60,000 bushels.

THE authorities of the town of Kilarny, Man., have voted a bonus of \$4,000 for the erection of a grist mill at that place.

THE steamship Sussex has sailed from Vancouver, B. C., for Japan and China, carrying 1,000 tons of flour from Portland.

A. D. KERNAN, of Portage la Prairie, has the contract of McCulloch & Herriott's elevator, now building at Souris, Man.

THOMAS JORDON, of Frankford, Ont., has been hurt seriously by a fall of thirty feet in his grain elevator at Madoc.

ROBT. BLACK, of the Dominion Flouring Mills, Gorrie, Ont., has purchased the mills at Wroxter, Ont., and removed thither.

THREE hundred loaves of light bread were seized from the bakers at Clinton, Ont., the other day and given to the poor of the place.

HENRY DUNSHEATH, formerly of Meadowvale, Ont., has accepted a position with the Lake of the Woods Milling Co. at Keewatin, Ont.

AN addition is being made to the Hudson's Bay Co.'s mill elevator at Winnipeg, Man., which will increase the capacity by 30,000 bushels.

THE Western Milling Company are asking the town council of Regina, N. W. T., to exempt them from taxation for a period of ten years.

JOYNER & ELKINTON have let a contract for the erection of a 10,000 bushel elevator in connection with their mill at Fort Qu'Appelle, Assa.

THE Ogilvie Milling Co. of Montreal and Winnipeg, Man., have decided to establish an agency in Yokohama, Japan, and Hong Kong, China.

FARMERS of Kimberly, Ont., are organizing a joint stock company with the purpose, either of erecting a roller mill or of purchasing the mill of Mr. Plewes.

THE Rathwell Farmers' Elevator and Milling Company are applying for incorporation, with headquarters at Rathwell, a small village on the Manitoba Southwestern Railway.

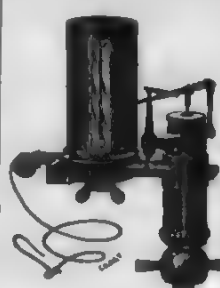
J. & J. ROBSON, millers, Brantford, can claim to have made the first shipment of flour from that city to the West Indies. It was made during the past month and consisted of 150 barrels.

American Steam Gauge Co.

—SOLE MANUFACTURERS—

Bourdon Steam Gauges

WITH LANE'S IMPROVEMENT.



IMPROVED

Indicator

Indicator

Over 2,500 in Use.

AMERICAN POP SAFETY VALVES

For Locomotive, Stationary and Portable Boilers, and Instruments incidental to the use of Steam. Send

for Price List I.

36 Chardon St., BOSTON, MASS.

Send for Catalogue K.

THE Treherne Farmers' Elevator and Milling Co. is applying for incorporation. Headquarters to be at Treherne, Man., where it is proposed to establish a mill or elevator or both.

As a result of an enquiry into the prospects of the trade between Canada and the West Indies a new steamer will be placed on the Windward Island route running from St. John and Halifax.

THE Lake of the Woods Milling Co., who exhibited largely at the Jamaica Exposition, have received a certificate of honor, with a gold medal, in recognition of the fine display made by them.

THE farmers of Hornings Mills, Ont., and vicinity are applying for letters patent for the incorporation of a company to erect and equip a Farmers' Grist Mill. The capital stock is, we understand, placed at \$12,000.

THE new mill at Midland, Ont., recently purchased by Hopkins & McLaren, is driven by a 75-horse power engine with ample boiler capacity; capacity 125 barrels a day; consumption of wheat 12,000 bushels a month.

A MEETING was held at Moosomin, Assa., recently, at which the Moosomin Elevator Co. was organized with a capital of \$8,000. It was decided to build a 40,000 bushel elevator and to proceed with the work as quickly as possible.

THE Ogilvie Milling Co. has just completed the erection of an elevator at Lawder on the C. P. R. Souris branch, and will finish another at Methven, on the Glenboro branch. These are in Manitoba.

THE Brackman & Ker Milling Co., Ltd., has been formed in British Columbia, to acquire the business of Brackman & Ker in Victoria and elsewhere, to erect grist mills and other buildings, and engage in a general milling business. The capital stock is placed at \$150,000.

THE flour business hitherto carried on to but a limited extent in Halifax, N. S., is now being pushed with energy by J. P. Cox. He holds daily, a local newspaper states, from 4,000 to 10,000 barrels, comprising a score of brands, but principally 30 per cent patent "Five Roses" made by the Lake of the Woods Milling Co. This is breaking into the trade of Boston, Mass., from which city large quantities of flour have always been brought into Nova Scotia.

AN increased tariff of freight rates to Montreal on grain for export has taken effect on both C. P. R. and G. T. R. From points now taking 10c per 100 lbs., advance to 12½c; from points now taking 12½c per 100 lbs. 14c; points now taking 14c to 16c. These rates will, as before, be exclusive of Montreal elevator and floating charges. The grain will be forwarded to Montreal at the published tariff rates, and reduced to the above mentioned special rates after exportation.

ORGANIZATION OF MILLERS IN THE UNITED STATES.

THE MILLERS' NATIONAL ASSOCIATION.

| | | |
|--|-------------------|--|
| President—A. R. JAMES. | | Buffalo, N. Y. |
| 1st Vice-President—H. L. HALLIDAY. | | Cairo, Ill. |
| 2nd Vice-President—L. C. PORTER. | | Winona, Minn. |
| Treasurer—S. H. SHAMARA. | | Milwaukee, Wis. |
| Secretary—FRANK BARRY. | | Milwaukee, Wis. |
| BOARD OF DIRECTORS. | | |
| STATE. | | |
| *C. B. Cole, Chester..... | ILLINOIS..... | President, E. C. Kreider, Jacksonville. |
| M. B. Blish, Seymour..... | INDIANA..... | Secretary, C. H. Seybt, Highland. |
| C. R. Underwood, Salina..... | KANSAS..... | President, F. E. C. Hawkes, Gothen. |
| P. H. Macgill, Baltimore..... | MARYLAND..... | Secretary, E. E. Perry, Indianapolis. |
| *W. B. Knickerbocker, Albion..... | MICHIGAN..... | President, H. Warkentin, Newton. |
| *A. C. Loring (chairman), Minneapolis..... | MINNESOTA..... | Secretary, W. T. Hopkins, Enterprise. |
| Geo. H. Plant, St. Louis..... | MISSOURI..... | President, P. H. Macgill, Baltimore. |
| C. C. White, Crete..... | NEBRASKA..... | Secretary, J. C. Norris, Baltimore. |
| *Geo. Urban, Buffalo..... | NEW YORK..... | President, W. B. Knickerbocker, Albion. |
| Jno. M. Turner, Mandan..... | NORTH DAKOTA..... | Secretary, M. A. Reynolds, Stanton. |
| Homer Baldwin, Youngstown..... | OHIO..... | President, F. L. Greenleaf, Minneapolis. |
| W. Latimer Small, York..... | PENNSYLVANIA..... | Secretary, W. C. Edgar, Minneapolis. |
| W. H. Stokes, Watertown..... | SOUTH DAKOTA..... | President, S. M. Carter, Hannibal. |
| *Wm. Sanderson, Milwaukee..... | WISCONSIN..... | Secretary, H. O. Craft, St. Louis. |
| * Members of Executive Committee. | | |

TEXAS A WHEAT EXPORTER.

THE probability of Texas becoming a great wheat-growing state and instead of an importer becoming an important exporter of that cereal, is interesting business men and grain-growers of that state. An earnest of this has been given by an export of 90,000 bushels of 1891 Texas wheat from Galveston to Cork for orders, in the early part of July. The grain was grown in the Panhandle of Texas, near Wichita Falls. The freight from that point to Galveston was 17½¢ and the value in the elevator at Galveston was placed at 90¢ to 91¢, when it was selling at 96¢ in New York. From Galveston to Liverpool the cost of carriage was 3¢ more than from New York. But this is not the only feature of the trade of interest. St. Louis, New Orleans and Chicago dealers will be interested to learn that the freight from common points in Texas to Galveston is 7½¢ cheaper than it is to St. Louis or New Orleans. Galveston dealers claim "that they are entitled to a differential just double that, or 15¢, and they are already working for it. The St. Louis *Globe-Democrat* says, "they did have the same from Kansas as Chicago had, but it was taken away from them. Chicago kicked against an equal show for the Galveston route. Texas wheat can't help going to the gulf. Kansas wheat will follow it if Chicago influences cannot prevent the restoration of rates to conform to distance. As it is now there is a difference of 7½¢ on Kansas freight in favor of Galveston as against New Orleans, and the Texas roads and Texas people are wishing to get it made 15¢. They may not be able to revolutionize transportation rates in a season, but the sailing of the first shipload of wheat is a significant beginning. It settles the problem so far as the 12,000 carloads of grain in the Panhandle is concerned. There is enough in this to make St. Louis and Chicago grain men do some thinking. Kansas wheat from several points can be put down to-day at the gulf cheaper than at Chicago, in spite of all the powerful influences for the lake route. * * * The 90,000 bushels of wheat were taken from the railroad tracks by the elevator on land. It was run out by a belt 2½ feet wide across the dock and into the ship in fifteen hours. The representative of the English steamship line says that the facilities were equal to those of any other port, and that his company will guarantee the same rate from Galveston to Liverpool as from New York whenever deep water over the bar was obtained, and there is the meat in the nut. With the same rate from Galveston to Liverpool as from New York, which way will the grain grown midway

between the lakes and the gulf go?" asks the correspondent of the St. Louis paper named. Deep water is, apparently, likely to prove a very important factor.

Colonel S. W. Fordyce, of the "Cotton Belt" Railroad, is quoted as follows:

"Eastern connections and relations don't concern us so much. We are looking toward the Gulf of Mexico. There is where the transportation problems of the near future will be." Regarding the probable supply of wheat for home and foreign consumption in years to come, there seems to be but one opinion. Three years ago Texas did not pretend to be able to grow wheat in large quantities for export. The yield this year is placed at 7,500,000 bushels, of which the Panhandle produced 6,500,000 bushels. This section is claimed to be a "natural" wheat country. It is said to be a lime or gypsum soil, and to have the necessary altitude (2,000 feet above the sea) for wheat-growing. Twenty counties of northwest Texas are said to be included in this wheat-growing area, which, by the way, does not include the whole of the Texas Panhandle. The correspondent already quoted says:

Not one-tenth of this land is occupied, yet it turns out this year 6,500,000 bushels of wheat. There is the soil and the room in this Panhandle country for 65,000,000 bushels of wheat. Do not get the wrong idea of this. All of the Panhandle is not wheat land. The belt begins north of Fort Worth and extends in a northwesterly direction, but not to the boundary of Texas. When you come to the Canadian river you have passed beyond the limit of successful wheat-raising in Texas. At the Canadian you strike the red sandstone drift from the Rockies. You are out of the wheat belt there. The limestone drift from the mountains of southern New Mexico makes the wheat region of northwest Texas. The red sandstone drift comes from the Rockies further north. You strike it at the Canadian in the Panhandle and you find no more natural wheat land until you get into northern Colorado.

Though having many favorable aspects the probable large export wheat movement this year from Texas, however, has its disadvantages, for it is declared that Texas will require wheat later in the season, and have to pay more for it than she can get for it now for export.—*Bradstreet's*.

At Morris, Ill., Sept. 20, the grain elevator owned by O. J. Nelson & Bro. was burned, together with 12,000 bushels of oats and 10,000 bushels of corn. The elevator was built in 1880 at a cost of \$13,000. Insurance, \$4,000 on building and \$4,000 on grain. The loss is total.

"CATALOGUE OF Farm Lands, Coal Lands, Iron Lands, Timber Lands, Improved Farms with full description, price and terms, of properties for sale on the line of Queen & Crescent Route." The above is the title page of a very neatly gotten up catalogue, of sixty pages, which is being mailed free to all persons who will make application to Mr. D. G. Edwards, the General Passenger Agent at Cincinnati, O.

DEALERS.

H. R. STROEMER,
Grain and Provision Broker,
MACON, GA.

CORRESPONDENCE SOLICITED. Reference, Exchange Bank, or any other bank in Macon.

F. O. TREPAGNIER. Established 1844. EDWARD BRES.
TREPAGNIER & BRES,
DEALERS IN—
Provisions and Western Produce
31 MAGAZINE STREET,
Near Poydras, NEW ORLEANS.

H. W. PARRISH,
MONTGOMERY, ALA.
Solicits Correspondence looking to the Sale of
FLOUR, GRAIN, HAY,
Etc., Etc., Etc.

GEO. W. PHILLIPS, Jr.
COMMISSION MERCHANT IN
FLOUR AND GRAIN,
763 The Rookery,
CHICAGO.

S. S. LINTON & CO.,
Grain Commission Merchants,
42 Board of Trade, 46 Chamber of Commerce,
DULUTH, MINNEAPOLIS.

ROSS T. SMYTH & CO.,
Grain and Flour Merchants,
17 Fenwick Street,
LIVERPOOL.

C. CAESAR & CO.,
Grain Exporters,
30 North Front Street,
PORTLAND, ORE.

WM. L. BOYD. ALBERT L. BOYD.
WM. L. BOYD & BRO.,
General Commission Merchants,
FLOUR, GRAIN AND MILL FEED,
No. 203 Spear's Wharf, BALTIMORE, MD.

We make a specialty of Flour and Mill Feed. Our trade on the medium and lower grades of Flour by far exceeds the supply at all times. Millers having a surplus would do well in sending samples and consulting us first, before disposing of same. Liberal advances made on consignments.

REFERENCES: BALTIMORE BANKS.
ANTON KUFKE. FRANK KUFKE.
RICHARD KUFKE.
ANTON KUFKE & CO., ANTON KUFKE.
Liverpool. Glasgow.
Flour Merchants.

MOÏSE BERNHEIM,
Wheat Flour, Rye Flour and Wheat
MERCHANT AND BROKER.
37, Rue J. J. Rousseau, PARIS.
Cable address: Bernemus, Paris. 1890 Riverside Code used.

BUSINESS EDUCATION.
The training of the better class of business schools is of incalculable value to those whom circumstances have thrown upon their own resources, and serves as a safeguard against losses and reverses of fortune—the too frequent result of ignorance. The work of the business college is supplemental to that of other schools—public, private or parochial, and is not less important. The Spencerian Business College of Milwaukee opened upon its twenty-ninth year last month. This institution confines itself strictly to business education, in which it aims to be first and foremost. Parties of either sex, contemplating attending a business university or college, should not fail to address the Spencerian Business College of Milwaukee for a handsome illustrated pamphlet circular, which is sent free and which gives much valuable information regarding business education. Students may enter at any time that may be convenient. The Spencerian College supplies business houses and offices with trained help, male or female, to suit employers.

FOR SALE.

FLOURING MILL, at Volga City, Clayton Co., Iowa. Water power, Allis A rollers and other improved machinery. Reason for selling, old age of owner. Good wheat is abundant. HENRY WHITE.

FOR SALE—In Genesee Co., N. Y.

PIECE OF MILL PROPERTY, 25 acres, two houses, with a twenty-two foot fall of continuous, unfailing spring water supply. This property is within a few rods of the West Shore Railroad and in a great custom business vicinity. Will advance money to rebuild on small payment. For particulars address, T. CARY, BATAVIA, N. Y.

FOR SALE OR FOR RENT.

FOR SALE—The "PIONEER MILLS," Washington, D. C. This is a 500 barrel full roller mill, built according to the Edw. P. Allis system. First-class water power. Machinery of the most modern and improved patterns. Railway connections first-class. For full particulars address AUSTIN HERR, Washington, D. C.

FOR SALE—A 100 barrel full roller steam flouring mill, with feed, cornmeal and buckwheat roll, and with all the latest improved machinery. Situated in an unexcelled wheat section in the Willamette Valley, Oregon, on the S. P. R. R., with elevator capacity for storing 150,000 bushels of wheat and 50,000 bushels of oats and barley for feed. This mill must be seen to be appreciated. For information address F. BARNEKOFF, 142 Front street, Portland, Ore.

FOR SALE—The flour mill known as the "MODEL MILLS," Rochester, N. Y., 200 barrels, winter and spring wheat, roller and stone process, modern machinery in good repair, good water power, long lease on easy terms, good custom trade. Must be sold to close an estate. Apply to C. D. Kiehel and John H. Campbell, Executors, 803 Wilder Building, Rochester, N. Y.

FOR SALE—Shakopee flour mill—must be sold. Daily capacity 300 barrels. Built in 1886. Brick, four stories and basement. Mill is in first-class order and ready to run. Elevator 25,000 bushels capacity, crib work veneered with brick. Large local and feed trade. Twenty miles from Minneapolis. Address CHAS. G. HINDS, Assignee, Shakopee, Minn.

FOR SALE—One of the best pieces of milling property in Northeastern Iowa. Water power. Price cheap and terms reasonable. Address J. C. MANN, Myron, Iowa.

FOR SALE—A good water power flour mill, doing a paying business. No other flour mill within ten miles. Population of town, 4,000. Address, JEROME JUDSON, Sandy Hook, Ct.

FOR SALE—The Hydraulic Roller Mills, at Wichita, Kas. It is a full roller, 150 bbl. mill, with steam power. This is a good investment. Good reasons for selling. Address, HYDRAULIC MILLING CO., Wichita, Kas.

FOR SALE—A 35 bbl. roller mill, both steam and water power. Good trade. Address, 22 S. Mulberry St., Hagerstown, Md.

FOR SALE OR RENT—A 75 barrel, water-power roller mill, well located in Minnesota. Address, KNUPPE & HARTSINCK, St. Paul, Minn.

SITUATIONS WANTED.

WANTED—A thorough miller and millwright desires a situation. References furnished if desired. Address, MILLER & MILLWRIGHT, Box 123, NASHVILLE, TENN.

WANTED.—A change by a competent miller with 15 years' experience in good mills. Am a young married man, now managing a successful mill. One year in this position; three years in last as foreman of a 150 barrel mill. Have a complete kit of tools, and do repairing. References furnished. Correspondence solicited, from Nebraska especially. Address, S. C. EARNEST, St. Joseph, Mo.

WANTED.—A situation by an experienced miller, single man. Hard wheat country preferred. References, Guthrie Bros. Can go at once. Address, W. A. PARK, Box 73, SUPERIOR, NEB.

WANTED.—Situation as miller, millwright or mechanical draftsman, by a graduate of a leading German Millers' College, who has operated mill in Germany and held position of first and second miller in America. Single, sober, reliable and can furnish good references. Prefer to work for a German. Address, E. BEROUER, 1417 State St., Milwaukee, Wis.

Home Seekers' Excursions.

Tickets at half rates will be sold by agents of the Queen & Crescent Route on Sept. 15th and 29th, from Cincinnati and Lexington to points in Kentucky, Tennessee, Georgia, Alabama, Mississippi, Louisiana and Florida. Also at one and a third fare for the round trip to points in Arkansas and Texas. Excursion dates heretofore published have been canceled and the above dates take their place.

THE TRAINING OF MECHANICS.

THE lack of thoroughly trained artisans in the various trades is one of the greatest drawbacks on the progress of American industry. We have no apprentices nowadays. Boys "pick up" trades. Not one in a thousand of our alleged "masters" of trades has had any systematic instruction. The result of this has been to create a wide demand that the deficiency be made up by training of boys in the rudiments of mechanics in the common schools; and there have sprung into existence many college annexes, where the scientific principles of physics are taught in connection with their practical application. No where is this demand for better trained mechanics more felt than in the South. This section needs to encourage every movement intended to train our youth in handicraft, and we ought to have a dozen technological schools similar to the Sheffield annex at Yale, and the scientific and practical schools at Cambridge, that are under the control of Harvard. In this connection we notice that the wealthy philanthropist, I. V. Williamson, of Philadelphia, has determined to found a free school for the training of boys in all branches of mechanical business. He will put into the enterprise at the start \$2,500,000 or \$3,000,000, and if the school meets his expectations, or comes near doing so, he will liberally extend and endow it by donations in his will. The site of this school will be in or near Philadelphia. The *Record* of that city, speaking of the preliminary organization of the board of trustees, made up of wealthy and public spirited citizens of the great manufacturing city of Eastern Pennsylvania, says:

The principal features of the school have already been made known and have attracted public attention. Mr. Williamson's plan is not to establish a "Manual Training School" as that term is generally understood and as it is exemplified in the city's public school system. His intention is to teach boys the mechanical trades in order that when they enter upon life they may be able at once to secure employment. He deprecates the tendency of the day to despise hard labor, and thinks that the condition of the laboring class will be immeasurably improved if the workmen are bred up from boyhood to take pleasure and satisfaction in their work. It is with this view that he will establish his school and the common belief is that he will give a large part of his fortune to place it on a firm basis and secure permanence.

JUDGE WAXEN'S PROVERBS.

The Declaration of Independents has got a wider foundation than all the thrones of Urup put together.

Public schools furnishes the best fatening for the Amerikin Egel.

Some men would rather be president for fore yers before they die than be the Lord Almyty for eternyty afterwurds.

No wonder some of our statesmen air sitch pore material when you come to think what wages they git.

Patriotism won't grow in cittys like it will in the country.

Wimmin that marrys the rite kind of men ain't hankering to vote.

It's a good sine for the country when boys differs with their daddies in politticks.

Most candidates overdoes it. Newspaper edditors air the real kings of politticks.

Thars a mity comfortin' sort of a shine to a pocketful of silver money.

A vice-president is mostly fer mfeetin emergencies.—*Detroit Free Press.*

THE CHICAGO AND NORTH-WESTERN RAILWAY.

BIG FOUR ROUTE

CHICAGO

INDIANAPOLIS

CINCINNATI.

The Only Line running the Popular Buffet Sleeping Cars between

CHICAGO and CINCINNATI

The Only Line from Chicago running Solid Vestibule Trains into Central Union Depot, Cincinnati, where connection is made with Through Car Lines for Florida, avoiding all disagreeable transfers.

Through Tickets via the Big Four Route can be procured at all Ticket Offices in the Northwest.

G. G. MURRAY, Traffic Manager. D. S. MARTIN, Gen'l Pass'r Agent.

CINCINNATI, O.



This is not a puzzle, neither is it a theorem in geometry. It is merely intended to call attention to the fact that the WISCONSIN CENTRAL LINES form the direct route between Chicago and Milwaukee and the points named above. Through Fast Trains with Pullman Vestibuled Drawing Room Sleepers. Meals served in the "Central's" famous Dining Cars.

For tickets, Sleeping Car reservations, time tables, etc., apply at City Ticket Office, 99 Wisconsin Street, or at New Passenger Station, Fourth Ward Park.

S. R. AINSLIE, General Manager, CHICAGO, ILL.
J. M. HANNAFORD, Gen'l Traffic Manager, ST. PAUL, MINN.
H. C. BARLOW, Traffic Manager, CHICAGO, ILL.
Jas. C. FORD, Gen'l Pass'r and Ticket Agent, CHICAGO, ILL.

RECENT MILLING PATENTS.

The following list of Patents for Milling and Grain Handling Appliances, granted in September, 1891, is specially reported for the UNITED STATES MILLER by H. G. Underwood, Patent Attorney and Solicitor of Patents, No. 107 Wisconsin Street, Milwaukee, Wis., who will send a copy of any patent named, to any address for 25 cents.

- No. 458,965—Dust Collector, Herman A. Barnard and Charles A. Barnard, Moline, Ill., assigns to the Barnard & Leas Mfg. Co., same place.
- No. 458,778—Dust Collector, Thomas Lee, Home City, Ohio.
- No. 458,713—Grain Separator and Cleaner, George B. Howland, Pontiac, Ill.
- No. 458,682—Mill, John H. Pendleton, Brooklyn, assignor of two thirds to David J. Newland and Charles W. Thomas, New York, N. Y.
- No. 459,352—Safety Device for Mills, Louis Wagner, Baltimore, Md., assignor of one half to John Marr, same place.
- No. 459,466—Feed Mill, Jonas D. Henry and William E. Wood, Portland, Oreg.
- No. 459,636—Grain Cleaning Machine, George A. Lanau, New Orleans, La.
- No. 459,552—Grain Separator and Cleaner, Henry H. Ring, Lairdsville, assignor to Waldron & Sprout, Muncy, Pa.
- No. 459,570—Elevator and Cleaner for Grain, John R. Beynon, Watertown, Wis., assignor of one half to James B. Murphy, same place.
- No. 460,061—Dust Collector, John Pratsch, Oshkosh, Wis., assignor of one half to Francis S. Ideson, same place.
- No. 460,078 Combined Purifying and Dust Collecting Machine for Grain, etc. Chas. A. Barnard, Moline, Ill., assignor to the Barnard & Leas Mfg. Co., same place.
- No. 460,151—Dust Collector, Orville M. Morse, Jackson, Mich., assignor to the Knickerbocker Co., same place.
- No. 460,152—Dust Collector, Orville M. Morse, Jackson, Mich., assignor to the Knickerbocker Co., same place.
- No. 460,436—Grain and Cockle Separator, Thomas F. Gray, Monroeville, Ohio.
- No. 460,489—Lining for Grain Spouts, Leroy R. Topp, Louisville, Ky.
- No. 460,274—Winnowing Mill, Carl Wendel, Groton, S. D.

RECENT PUBLICATIONS.

"THE BUSINESS OF TRAVEL," is the title of a book giving a sketch of the life of Thos. Cook, the founder of the business of taking charge of tourist parties to almost any part of the civilized world. The book has just been issued by Messrs. Thos. Cook & Son, 261 Broadway, New York City, and is especially interesting to parties contemplating a trip to foreign countries.

THE CHICAGO AND NORTH-WESTERN RAILWAY.

Affords unrivaled facilities for transit between the most important cities and towns in Illinois, Iowa, Wisconsin, Northern Michigan, Minnesota, North and South Dakota, Nebraska and Wyoming.

The train service is carefully adjusted to meet the requirements of through and local travel and includes

Fast Vestibuled Trains

Dining Cars, Sleeping Cars and Day Coaches Running Solid between Chicago and ST. PAUL, MINNEAPOLIS, COUNCIL BLUFFS, OMAHA, DENVER and PORTLAND, ORE.

Pullman and Wagner Sleepers CHICAGO to SAN FRANCISCO WITHOUT CHANGE.

COLONIST SLEEPERS CHICAGO to PORTLAND, ORE. and SAN FRANCISCO.

FREE RECLINING CHAIR CARS CHICAGO TO DENVER & PORTLAND, ORE. Via Council Bluffs and Omaha.

For time of trains, tickets and all information, apply to Station Agents of the Chicago & North-Western Railway, or to the General Passenger Agent at Chicago.

W. E. NEWMAN, J. M. WAITMAN, W. A. TEBALL, 3d Vice-Pres. Gen. Manager. Gen. Pass. & Tkt. Agt.



Fast Mail Line with Electric Lighted and Steam Heated, Vestibuled Trains between Chicago, Milwaukee, St. Paul and Minneapolis.

Trans-Continental Route with Electric Lighted and Steam Heated Vestibuled Trains between Chicago and Council Bluffs, Omaha or St. Paul and the Pacific Coast.

Great National Route between Chicago, Kansas City and St. Joseph, Mo.

6700 Miles of Road reaching all principal points in Illinois, Wisconsin, Minnesota, Iowa, Missouri, South Dakota and North Dakota.

For Maps, Time Tables, rates of passage and freight, etc., apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSWELL MILLER, A. V. H. CARPENTER, General Manager. Gen'l Pass. and Tkt. Agt.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

Choice of 3 Trains

MONON ROUTE

CHICAGO and INDIANAPOLIS, CINCINNATI, LOUISVILLE, LEXINGTON.

Unsurpassed Pullman Car Service.

Fast Trains. Sure Connections.

Short Route to Florida.

Be sure your tickets read via Monon Route (L. N. A. & C. R'y), and your comfort is guaranteed.

For Maps, Guides, etc., address

JAMES BARKER, Gen'l Pass'r Agent, CHICAGO. Adams Express Building.

Grand Haven Route

D., G. H. & M. R'y.

THIS FAVORITE SUMMER ROUTE WITH ITS PALATIAL IRON STEAMERS

CITY OF MILWAUKEE and WISCONSIN AND FIRST-CLASS TRAIN SERVICE IS NOW OPEN.

Steamers leave Milwaukee daily (except Saturdays) at 8.00 p. m., connecting at Grand Haven with limited Express which leaves at 5.40 a. m., arrives Grand Rapids 6.45 a. m., Saginaw 11.00 a. m., Detroit 11.50 a. m., Toronto 3.30 p. m., Niagara Falls 7.50 p. m., Montreal 7.45 a. m., New York 10.30 a. m., Boston 3.00 p. m.

BUFFET PARLOR AND SLEEPING CAR SERVICE

Tickets on sale at all coupon ticket offices; company's office, 99 Wisconsin St., and at dock, foot of West Water St.

JOHN W. LOUD, Traffic Manager. B. C. MEDDAUGH, Passenger Agent. DETROIT. 99 Wisconsin St., MILWAUKEE.

OCEAN.

White Star, Inman, Cunard, Anchor, Bremen, Hamburg, French, and all other lines. Cabin plans and sailings sent by mail and rooms secured in advance.

Very Cheap Storage Rates, British ports and Milwaukee, \$31.00.

B. C. MEDDAUGH, Gen'l Steamship Agent, 99 Wisconsin St., cor. Broadway, Milwaukee.

ASHLAND MILWAUKEE. LAKE SHORE & WESTERN R'y

Through Sleeping & Parlor Car Line

FAST TRAINS CHICAGO AND MILWAUKEE

Appleton, Wausau, Ashland THE GOGEBIC, PENOKEE AND MONTREAL IRON AND MINERAL RANGES.

Hurley, Ironwood, Bessemer and Wakefield The Manufacturing Centers and Lumbering Districts of Central and Northern Wisconsin.

SHEBOYGAN, MANITOWOC, KAUKAUNA, APPLETON, WAUSAU, ANTIGO, EAGLE RIVER AND RHINELANDER.

The only line reaching the celebrated fishing resorts of Northern Wisconsin and Michigan.

Gogebic, Tomahawk and Pelican Lakes, Rhinelander, Eagle Waters, Twin Lakes, Lake Vieux Desert, Watersmeet.

The ONTONAGON, BRU. E. and other Trout Streams. Noted for their excellent Muskalonge, Bass, Pike-Pickeral and Trout fishing.

DIRECT LINE Via New London Junction and G. B. W. & St. P. R. R.

SEYMOUR, GRAND RAPIDS, AND STEVENS POINT.

Via ASHLAND and NORTHERN PACIFIC R. R.

SUPERIOR, DULUTH, PACIFIC COAST AND INTERMEDIATE POINTS.

Guide Books, Maps, Time Cards and full information furnished on application to the Gen'l Pass. Agt. Chas. L. Ryder, Gen'l Agt., 197 Clark Street, A. W. Russell, City P. & T. Agt., CHICAGO.

Milwaukee City Office, 95 Wisconsin Street.

H. F. WHITCOMB, General Manager. C. L. RYDER, Gen. Pass. Agt. MILWAUKEE, WIS.



94 Miles the Shortest, 8 Hours the Quickest,

CINCINNATI TO NEW ORLEANS

Time, 27 Hours.

Entire Trains, Baggage Car, Day Coaches and Sleepers run through without change.

110 Miles the Shortest, 7 Hours the Quickest,

Cincinnati to Jacksonville, Fla.

Time, 28 Hours.

Through Sleepers without change. The Short Line between Cincinnati and

| Lexington, Ky. | Time, 3 1/4 Hours. |
|--------------------|--------------------|
| Knoxville, Tenn. | " 12 " |
| Asheville, N. C. | " 17 " |
| Chattanooga, Tenn. | " 11 " |
| Atlanta, Ga. | " 15 " |
| Birmingham, Ala. | " 16 " |

Direct Connections at New Orleans, and Shreveport, for Texas, Mexico and California.

Trains leave Central Union Depot, Cincinnati, crossing the Famous High Bridge of Kentucky, and rounding the base of Lookout Mountain.

Over One Million Acres of Land in Alabama, the Future Great State of the South, subject to pre-emption. Unsurpassed Climate.

For Rates, Maps, etc., address,

C. S. HENRY, Traveling Passenger Agent, 193 Clark St., Chicago, Ill.

C. C. HARVEY, CINCINNATI, D. G. EDWARDS, Vice Pres't. OHIO. G. P. & T. A.

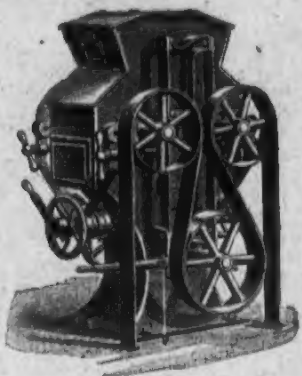
Goodrich Steamers

ON REGULAR TIME LEAVE MILWAUKEE FOR

Chicago daily, Saturdays excepted, at 7:00 P. M. Racine daily, Saturdays excepted, at 7:00 P. M. Sheboygan daily, Sundays and Mondays excepted, at 7:00 A. M. Manitowoc daily, Sundays and Mondays excepted, at 7:00 A. M. Sheboygan on Sundays and Mondays at 7:00 P. M. Manitowoc on Sundays and Mondays at 7:00 P. M. Kewaunee and Ahnapee Saturdays at 7:00 A. M.

THOMAS FORBES, Passenger Agent. G. HURSON, Sec. and G. T. M.

EXPORTING millers should write to the Riverside Printing Co., Milwaukee, Wis., for the best Flour Cable Code ever published. There are more copies of this Code in use than of ALL other flour codes published. It is simple and accurate. It is called "The Riverside Flour Cable Code."



THE KEYSTONE

4 ROLLER WHEAT MILL.

Flour Mills.

Corn Mills.

Hominy Mills.

Capacity Extraordinary.

WARSAW, KY., Jan. 21, 1891.

The J. B. Allfree Co., Indianapolis, Ind.:

Gentlemen—The "Crown Mill's" record yesterday and to-day is six barrels of flour per hour, first-class finish all through, and her capabilities are not yet known. Is it not the "Crown" of all the Allfree mills? The above was accomplished with no apparent strain on any part of machinery.

Respectfully,

GEO. T. THOMPSON.

Is doing excellent work and coming up fully to the agreement

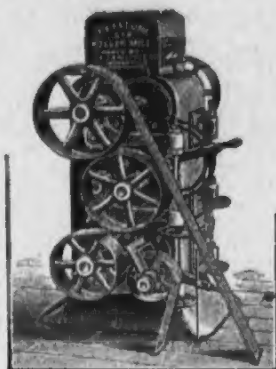
HARTINGTON, NEB., Feb. 11, 1891.

The J. B. Allfree Co., Indianapolis, Ind.:

Dear Sirs—I have this day accepted your mill and settled for it as per contract. The mill, under the management of your W. M. Shook, is doing excellent work and coming up fully to the agreement. We were troubled with ice in such a way that we could not test the mill any sooner. W. H. Shook has put up a first-class mill for me, and one that will do your company credit.

Yours truly,

JOHN JENNY.



THE KEYSTONE

6 ROLLER CORN MILL.

Address, THE J. B. ALLFREE MFG. CO., 76 to 86 Shelby St., INDIANAPOLIS, IND.

NEW YORK BELTING & PACKING CO. Limited.



15 PARK ROW, - NEW YORK.

Oldest and Largest Manufacturers in the U. S. of

Vulcanized Rubber Fabrics

FOR MECHANICAL PURPOSES.

Rubber Mats, Rubber Matting and Stair Treads.

RUBBER BELTING, PACKING AND HOSE.

SALESROOMS:

ATLANTA, 76 Decatur St.
BALTIMORE, 12 North Charles St.
BOSTON, 52 Summer St.
BUFFALO, 174-188 Washington St.
CHARLESTON, 160 Meeting St.

CHICAGO, 151 Lake St.
DENVER, 1601-1612 17th St.
DETROIT, 16-24 Woodward Ave.
GRAND RAPIDS, 4 Monroe St.

KANSAS CITY, 1313 West 12th St.
MINNEAPOLIS, 28 South 2d St.
NEW ORLEANS, 8-12 N. Peter St.
PHILADELPHIA, 308 Chestnut St.
ST. LOUIS, 616 Locust St.

European Branch, 98 and 100 Queen Victoria St., LONDON, ENGLAND.



ROPP'S + CALCULATOR.

[Revised Edition for 1890]



This book with its numerous tables, short cuts in figures, etc., is simply invaluable to Millers, Grain-dealers, Farmers and Business men generally. Prices, post-paid, as follows: No. 1. Bound in waterproof leatherette, 50 cents. No. 2. Fine artificial leather, with pocket, silicate slate and account book, 75 cents. No. 3. American Russia or Morocco, with pocket, slate and renewable account book, \$1.00. Address,

E. HARRISON CAWKER,

Publisher United States Miller, Milwaukee, Wis.

CAWKER'S

American Flour Mill & Grain Elevator Directory

FOR 1890-1891

It contains: 1. A list of Flour Mills in each State, Territory and Province, with names of owners, P. O. and county; in thousands of instances giving their capacity in barrels per day, kind of power used, etc., also indicating such firms as are supposed to be worth \$10,000 and upwards. Total number of mills given, 17,145.

2. A list of miscellaneous mills, such as Corn, Oatmeal, etc.
3. A list of Millwrights.
4. A list of Grain Elevator Owners and Grain Dealers.

5. A list of well-rated Flour Brokers, Merchants and BAKERS in all parts of the United States and Canada, which has been compiled with extraordinary care, capital and credit being considered in the compilation.

6. A list of Foreign flour and grain importers, secured by our own special correspondents and believed to be thoroughly reliable. In short, it is a complete KEY for reaching the Flour and Grain Trade, enabling ANY department of the trade to reach ANY other desired.

The price is invariably Ten Dollars per copy, on receipt of which it will be sent, post paid, to any part of the world. The complete work only is sold. We do not supply lists for single states. These Directories have been issued every two years since 1878, and have been declared indispensable by the prominent mill-furnishers, flour brokers, millers, etc., of this country and Europe. Address,

E. HARRISON CAWKER,

36 & 37 Loan & Trust Building.

MILWAUKEE, WIS.

Perforated Metals



For Milling and Grain Cleaning Machinery.

PATENTS J. B. CRALLE & Co.

Washington, D. C.

ILLUSTRATED HAND-BOOK upon application.

Mention this paper.

EVERYBODY'S PAINT BOOK.

A new work on INDOOR and OUT-DOOR painting which is designed to teach people how to DO THEIR OWN PAINTING and save the expense of a professional painter. The most practical and valuable work of the kind ever issued. Full directions are given for mixing paints for all purposes. Tells all about PAINTS, STAINING, VARNISHING, POLISHING, as well as how to RENOVATE FURNITURE, so that it will look as good as new. Tells all about HOUSE-CLEANING with paint and kerosene. Full directions are given for making the beautiful SPATTER-WORK pictures in which the ladies are so much interested. Tells how to paint OUT-BUILDINGS, ROOFS, FARM WAGONS, FARM IMPLEMENTS and CARRIAGES, as well as how to polish a PIANO or ORGAN; how to imitate GROUND GLASS or make paint for BLACKBOARDS; GRADING in red and black walnut, painting in imitation of BRONZE, MANHATTAN and ROSE WOOD, GILDING, BRONZING and SILVERING. Will SAVE ITS COST in a short time, and beautifully beyond of price five dollars.

ADDRESS,

United States Miller and Milling Engineer, MILWAUKEE WIS.



MILWAUKEE, WIS.

A LARGE STOCK OF

Diamonds, Watches, Jewelry, Silverware,

SPECTACLES, ETC.

At Reasonable Prices.

FINE REPAIRING A SPECIALTY.

BOOKS.

A PRACTICAL TREATISE ON MILL-GEARIN. Wheels, Shafts, Gggers, etc., for the use of engineers, with eleven plates. T. Box. Third edition. 12 mo. \$3.00.

FIVE HUNDRED AND SEVEN MECHANICAL Movements, embracing all those which are most important in Dynamics, Hydraulics, Hydrostatics, Pneumatics, Steam Engines, Mill and other Gearing, Presses, Horology and Miscellaneous Machinery. H. T. Brown. Sixteenth edition. 12 mo. \$1.00.

A TREATISE ON MILLS AND MILL WORK. W. Fairbairn. 8 vo. \$8.75.

A POCKET MANUAL OF USEFUL INFORMATION for Mechanical Engineers, Steam Users and Mechanics. J. W. Hill. 12 mo. \$1.25.

A MANUAL OF MACHINERY AND MILL WORK. W. J. M. Rankine. Fifth edition, thoroughly revised by W. J. Miller, with nearly 300 illustrations. 12 mo. \$5.00.

TEMPLETON'S ENGINEER, MILLWRIGHT AND Mechanic's Pocket Companion, revised, corrected and enlarged from the Eighth English edition by Julius W. Adams. \$2.50.

A TREATISE ON FRICTION AND LOST WORK IN Machinery and Millwork. R. H. Thurston. 61 illustrations. 8 vo. \$1.00.

THE PRACTICAL AMERICAN MILLWRIGHT AND Miller, by David Craik, millwright. Illustrated by numerous wood-engravings and two folding plates. 432 pp. 8 vo. \$5.00.

AMERICAN MILLER AND MILLWRIGHT'S Assistant, by Wm. Carter Huxley. 12 mo. \$1.50.

THE MILLER'S, MILLWRIGHT'S AND ENGINEER'S Guide, by Henry Pallett. 200 pp. 12 mo. \$3.00.

PRACTICAL HINTS ON MILL BUILDING, by R. J. Abernathy. 12 mo. \$1.00.

BOOKS.

Any of the books in this list will be sent by mail, free of postage, to any part of the world, upon receipt of price. Address and make all drafts payable to the order of

E. HARRISON CAWKER,

36 & 37 Loan & Trust Bldg., MILWAUKEE, WIS.

READ THE NEW YORK

Daily Commercial Bulletin

Its reputation as the most reliable commercial paper is conceded by all.

Sample Copies Free.

Its markets Reports are the most complete and trustworthy of any published and cover all trades.

Save Your Money

by subscribing to the "Daily Commercial Bulletin" and read its reports of the New York Markets.

PRICE:

| | Per Year. | Six Mos. |
|--------------|-----------|----------|
| Daily. | \$12 00 | \$6 50 |
| Tri-Weekly. | 6 75 | 3 50 |
| Semi-Weekly. | 5 00 | 2 75 |

ADDRESS:

New York Daily Bulletin Association,
No. 32 Broadway, - NEW YORK CITY.

The INK used on this paper is from
the factory of

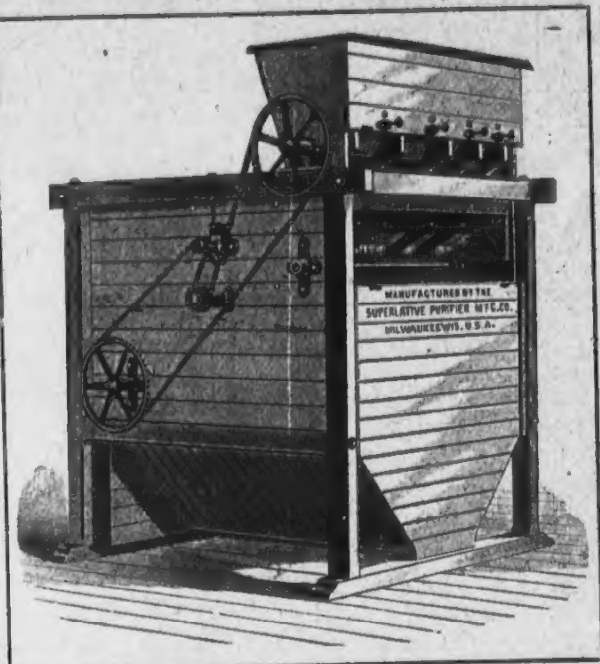
CHAS. ENEU JOHNSON & CO.,
PHILADELPHIA, PA.

... WHEN BUYING A SCALPER, BE SURE AND GET THE ...

NEW ERA SCALPER

... IT WILL BE MONEY IN YOUR POCKET IF YOU DO. ...

It is thoroughly reliable and durable, and requires little attention. Produces a whiter break flour, more patent and less low grade. **WE GUARANTEE SATISFACTION AND ALLOW TRIAL.**



Occupies small space and requires nominal power. Has immense capacity. One machine handles four breaks in 100 bbl. mill, or one break in 500 bbl. mill.

WHEN this Scalper was put on the market three years ago, its success was immediate, and its merits were recognized by every practical miller who saw it in operation. Naturally other machines sprung up, which were extensively advertised as "just as good as," but they have proved a source of worry and expense to the user, and we can count up a dozen of them that are never heard of now. The New Era on the contrary has given satisfaction wherever used, and where one goes, others follow, as its merits become known. We have any number of testimonials of its merits from millers in all parts of the country. Draw your own conclusions.

PRICES ARE WAY DOWN.

For Catalogue and further information address,

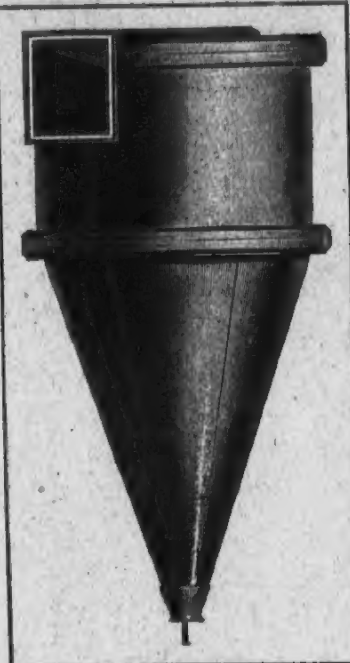
SUPERLATIVE PURIFIER MFG. CO.,
MILWAUKEE, WIS.

THE ...

VORTEX DUST COLLECTOR

Known and recognized as the best Collector for all uses on the market.

BUILT IN
FIRST-CLASS
STYLE.
GUARANTEED
TO GIVE
SATISFACTION.
TRIAL ALLOWED.
PRICES LOW.



FULLY PROTECTED
BY PATENTS.
IT INFRINGES ON
NO OTHER
MACHINE, AND
WE GUARANTEE
INDEMNITY
AGAINST
PATENT SUITS.

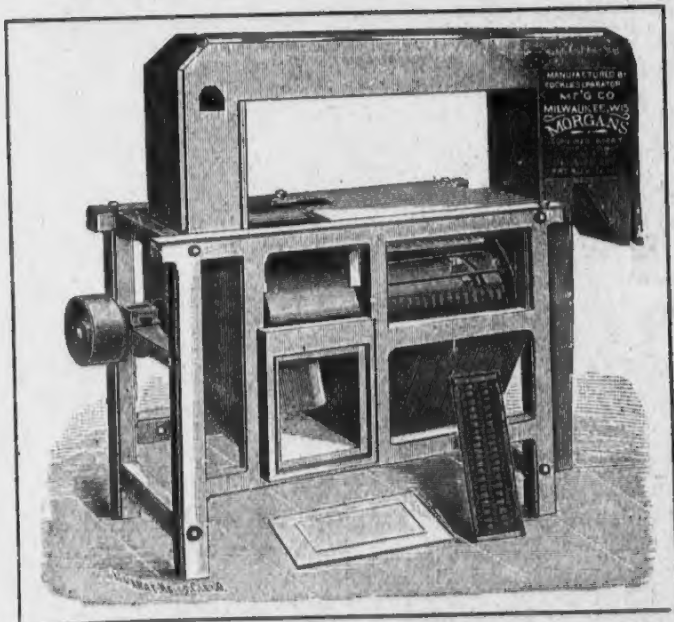
THE merits of this Collector are shown by our constantly increasing trade among both millers and mill furnishers. No inferior machine could show such results after three years of trial.

FOR CIRCULARS, PRICES, ETC., ADDRESS

VORTEX DUST COLLECTOR CO.,
MILWAUKEE, WIS.

We are still "In It" with two of the best Grain Cleaners manufactured.

THE MORGAN SCOURER



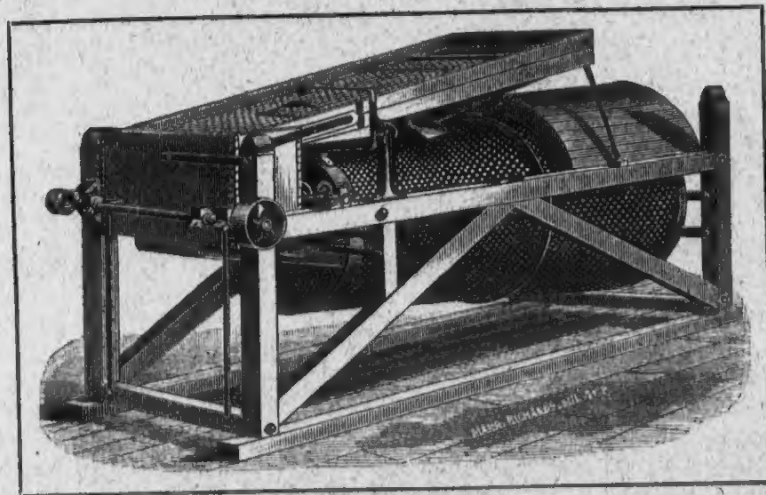
Both Upright and Horizontal Machines, manufactured with or without Shoe.

THIS machine has always been recognized as one of the most thorough, durable and reliable Scourers built. The only objection ever raised against it was its price. This objection is now overcome, as we can offer prices as **LOW AS THE LOWEST**. Consult your own interests and get a first-class machine, especially since it costs no more than the inferior scourers.

FOR CATALOGUE, PRICES, ETC., ADDRESS

COCKLE SEPARATOR MFG. CO.
MILWAUKEE, WIS.

The Kurth Cockle Separator



IF you want a Cockle Separator, write us. We can satisfy you both as to style and price. We build machines with reel or shaking graders, and with steel or zinc cylinders, as desired. Also in connection with Richardson's Dustless Oat Separator Attachment.

PRICES GREATLY REDUCED.

WE are manufacturers of Perforated and Indented Metal, and solicit orders for anything in this line, which we can fill promptly.